



**Railtalk** Magazine

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## Submissions & Contributions

Railtalk Magazine, a magazine written by the Enthusiast for the Enthusiast. So why not join the team. We are always looking for talented photographers and writers to join us at Railtalk. Be it though pictorial submissions or via a written article featuring an event or railtour, we greatly appreciate any contributions to the magazine however big or small.

### Photographic Contributions

All Photographic contributions should be sent to us via email, post or via the members section page on our website. Contact addresses are provided above.

All images should be provided at a resolution of at least 2400px x 1700px at 240dpi.

## Welcome to Issue 186

Another month gone by, and those lighter nights are starting to make a difference to the drive home. It will soon be summer time and some well deserved days out after the last couple of years.

Anyway after mentioning SLC in the news last month, they are in the news again as SLC Rail, the rail station design and build specialist, has been selected to be part of First Group's property projects consultancy framework. The company is working in partnership with FJD Consulting on the framework and will support with providing station design and consultancy services. The contract covers England and Wales and spans all First Group's railway properties including more than 400 stations managed across the UK network and with more than £150m of construction work in its pipeline. With experience in over 50 station projects and with a train operator within its group, SLC is well-placed to support First Group with its projects.

Ian Walters, managing director at SLC Rail said: "We're pleased to be supporting First Group with this framework, which has already led to SLC winning work with TransPennine Express and Great Western Railway. There has never been a more important time to do everything we can to attract people to rail, be that through enhancing stations or through improving the railway

infrastructure."

Stuart Parker, property director at First Group said: "We wanted to work with partners who not only understood the transportation and property sectors but also had an in-depth knowledge of best practice across the built environment, and a complementary added value attitude to provide better rail services, keep people moving and communities prospering across the country."

Here's an interesting event this month, as the fundraising event you can do in your sleep is back for 2022! 'The Railway Children Sleepout 2022' Swap your warm bed at home for the cold floor of a railway station on March 31st and help Railway Children raise awareness as well as vital funds to support the hundreds of children who face hardship every day around the world.

The Sleepout made a huge impact in 2020 with over 300 people sleeping at nine stations and raising over £160,000, and last year's alternative version, The Sleep In, was another huge success. It's back again in 2022 and eight stations (Glasgow Central, Leeds, Manchester Piccadilly, Derby, Birmingham New Street, London Liverpool Street, London Waterloo, and London Victoria) have signed up to take part.

Railway Children's CEO Terina Keene

said: "We know from our work with British Transport Police that around 10,000 vulnerable young people are identified on the rail network every year. They might be running away from home, involved in county lines drugs gangs, being groomed to go and meet a stranger or even coming to the station with thoughts of suicide. With the help of our supporters and the whole rail community we can make sure we're there to help them when they need it most.

"This event is a great way to raise money for our projects that reach these children, but also to share our work and our message with the many thousands of people who pass through our transport system every day. Together we can make a vital difference to the lives of so many children."

*Now considering the hassle some enthusiasts get at various stations, I wonder what the 'Security' people are going to make of a load of people in sleeping bags. We shall wait and see, but I hope all goes well and it is for a good cause. If only they were including Carlisle, I might have been tempted.*

Once again, thanks for all the photos sent in this month, we really appreciate the time taken to send them to us. Until next month, stay safe.

Andy

### This Page

Southern's Class 313 215 arrives at Portsmouth and Southsea with the 10:55 Littlehampton - Portsmouth and Southsea service on February 17th.

*John Goodrich*

### Front Cover

Looking a little uncared for on February 4th, Class 66 614 brings the 6M87 12:58 Dewsbury to Earles Sidings cement empties, through Fitzwilliam.

*Tim Saunders*



Class 50 008 on the 6Z50 Eastleigh to Kings Norton barrier vehicle move passes Worting Junction on February 17th. *Michael Bennett*



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These issues wouldn't be possible without: Ken Abram, Derek Aldcroft, Michael J Alderdice, John Alsop, Steve Andrews, Ray Anslow, John Balaam, Christopher Baldwin, Geoff Barton, Brian Battersby, Paul Beard, Steven Beesley, Mike Bennett, Sam Bilner, Tim Bott, Ben Bucki, Keith Chapman, Steve Chapman, Julian Churchill, Nick Clemson, John Coleman, Keith Davies,

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# Charter Scene Pathfinder Tours

## *The Link'n Chord*

Class 57 309 'Pride of Crewe' arrives at Dorridge with Pathfinders return 1Z15 14:01 Lincoln - Didcot Parkway 'The Link'n Chord' enthusiasts tour of East Midlands covering rare track for passenger trains on February 19th.

*Chris Morrison*



# Charter Scene Statesman Rail

## *Settle and Carlisle Circular*

On February 19th, Class 47 593 and 47 810 call at Wellington working the 1Z40 Telford Central to Appleby 'Statesman' charter.

*Richard Hargreaves*



# Charter Scene Intercity

## *The Clansman*

Almost 20 years since their use on the West Coast mainline ceased it was good to see InterCity liveried Class 87 002 'Royal Sovereign' with a matching set of stock at Moore on February 26th as it heads north with the 06:58 London Euston to Inverness. *Lee Stanford*



# Charter Scene Intercity

*The Clansman*

Class 87 002 passes Standish with the London Euston to Mossend leg of 'The Clansman' charter to Inverness on February 26th. *John Sloane*



# Intercity

## *The Clansman*

▶ On February 26th, Class 87 002 approaches Crewe working 1Z59 London Euston- Mossend Yard where it would give way to a pair of Class 47s for the journey to Inverness. *Class47*

▶ An immaculate DVT No. 82139 is seen on the rear of 'The Clansman' as it departs Crewe on February 26th hauled by Class 87 002. *Richard Hargreaves*

▶ Class 47 614 and 47 593 head through the shadows at Dunkeld and Birnam on February 27th with the return working of 'The Clansman' from Inverness. *Jeff Nicholls*





# Charter Scene Intercity

## *The Clansman*

Class 47 614 and 47 593 approach Dunkeld and Birnam on February 27th, with the returning 'Clansman'. *Jeff Nicholls*



# Charter Scene Railway Touring Company

## *The Winter Cumbrian Mountain Express*

Class 86 259 passes Standish hauling a 'Cumbrian Mountain Express' charter on February 26th. *John Sloane*



# Charter Scene Railway Touring Company

## *The Winter Cumbrian Mountain Express*

Class 86 259 approaches Crewe on February 26th working the 1Z86 London Euston - Carlisle, with steam haulage from Carnforth.

*Richard Hargreaves*



# Charter Scene Railway Touring Company

## *The Winter Cumbrian Mountain Express*

Class 86 259 passes Moore on February 26th  
working the 1Z86 London Euston - Carlisle.  
*Mark Enderby*



# Charter Scene Railway Touring Company

## *The Winter Cumbrian Mountain Express*

Working the 1Z86 'Cumbrian Mountain Express' towards Shap summit No. 45627 'Sierra Leone' makes a fine sight and sound for the assembled photters on February 26th. *Shep Woolley*



# Charter Scene Railway Touring Company

## *The Winter Cumbrian Mountain Express*

With a moody backdrop of Wild Boar Fell Jubilee Class No. 45627 'Sierra Leone' works the return 1Z87 'Cumbrian Mountain Express' away from Aisgill Summit on February 26th.  
*Shep Woolley*



# Charter Scene Footex

Footex

Class 90 039 and 67 006 working the 1Z22 Liverpool South Parkway - Wembley pass Acton Bridge on February 27th. *Mark Enderby*



# Charter Scene Footex

Footex

Class 90 039 and 67 006 working the 1Z22 Liverpool South Parkway - Wembley passes Heamies Farm on February 27th. *Carl Grocott*





# Charter Scene Footex

Footex

Class 90 002 and 47 810 working the 1Z86 Liverpool Lime Street - Wembley Footex pass Heamies Farm on February 27th. *Carl Grocott*



# Charter Scene Footex

Footex

Class 90 002 and 47 810 working the 1Z86 Liverpool Lime Street - Wembley Footex pass Acton Bridge on February 27th. *Mark Enderby*



# Charter Scene Pathfinder Tours

## *The Lanchashire*

Class 60 015 passes Ashley with the 13:27 Weaste - Crewe leg of Pathfinders tour of Cheshire and Lancashire freight lines on March 5th. 66 084 was on the rear. *Chris Morrison*



# Charter Scene Northern Belle

## *Northern Belle*

On February 24th, SR BoB Class No. 34067 'Tangmere' works the first Northern Belle for 2022 through Greenholme, heading to Carlisle.  
*Shep Woolley*



# Charter Scene Northern Belle

*Northern Belle*

With a backdrop of Arcow Quarry, 'Battle of Britain' Class Pacific No. 34067 'Tangmere' steams alongside the River Ribble with the returning 'Northern Belle' on February 24th. *Gerald Nicholl*



# Charter Scene UK Raitours

*The Welsh Marches*

Class 67 020 passes Craven Arms with the 15:29 UK Raitours return charter from Hereford to Stevenage on February 26th. *Chris Morrison*



# Charter Scene Statesman Rail

## *Settle and Carlisle Circular*

Class 47614 and 47593 are seen at Cinderbarrow on February 12th with 1Z41 Appleby to Scarborough 'Settle and Carlisle Circular'.  
*Steve Chapman*



# Charter Scene Saphos Trains

*The White Rose*

'Royal Scot' storms upgrade towards Chinley North Junction on a dull February 2nd hauling the 05:56 Wolverhampton to York which it had worked from Crewe. *Lee Stanford*





# Charter Scene Saphos Trains

## *The White Rose*

On February 2nd, No. 46100 'Royal Scot' passes through Guide Bridge with Class 47 614 on the rear, working 1Z39 Wolverhampton - York, running via Crewe, Warrington, Manchester Victoria and Sheffield. *Michael Lynam*



# Charter Scene Saphos Trains

## *The White Rose*

The perennial attraction of steam! A young girl watches from her pushchair as No. 46100 'Royal Scot' eases round the tight curve at Earlestown with Saphos Railtours' Wolverhampton - York 'White Rose' on February 2nd. *Jeff Nicholls*



# Charter Scene Saphos Trains

## *Welsh Marches Express*

'Royal Scot' No. 46100 pass Kemps Eye on February 14th working 1Z45 05:40 Nottingham - Cardiff with Class 47 810 on the rear.  
*Phil Martin*



# Charter Scene

## ECS and Light Engine Moves

▶ LNER A3 No. 60103 'Flying Scotsman', passes through Culcheth on the Chat Moss route on its way from its winter overhaul at the East Lancs Railway to Southall. Photo taken through the railings at the public footpath crossing on February 17th. *Jeff Nicholls*

▶ On February 26th LSL's Class 90 002 'Wolf of Badenoch' and 90 001 'Royal Scot' are seen stabled at the horse landing, adjacent to the station. *Richard Hargreaves*

▶ 'Britannia' (with Class 37 688 on the rear) pass Leaton on February 17th with 5P45 test run from Crewe - Crewe via Chester, Shrewsbury and Stafford. *Phil Martin*



# Charter Scene ECS and Light Engine Movements

'Britannia' and Class 37 688 pass Hartshill Park, Oakengates with 5P55 Coton Hill to Crewe test run on February 17th. *Richard Hargreaves*



# Charter Scene

## ECS and Light Engine Moves

▶ Class 47 614 (alias 47 853) with sister 47 593 are seen approaching Stockport on February 13th with the 12:00 York Holgate sidings to Crewe empty stock working. *Lee Stanford*

▶ On February 17th, LNER A3 No. 60103 'Flying Scotsman' passes through Acton Bridge with its support coach running from the ELR Bury - Southall (WCR) for the following weekends railtour. *Michael Lynam*

▶ Rail Charter Services liveried HST power cars Nos. 43059 and 43058 pass through Northampton with just 2 coaches running as 5Z43 08:58 Crewe H.S. to Eastleigh Arlington on February 22nd. *Derek Elston*



# Charter Scene

## ECS and Light Engine Moves



BR Standard Class 7 No. 70000 passes Preston Boats with 5P45 12:42 Coton Hill TC - Crewe HS test run on February 17th. *Keith Davies*



On March 4th, Royal Scot Class No. 46100 'Royal Scot' passes Keerholme Farn en-route from the East Lancs to Keighley. *Shep Woolley*



With the whistle open wide, BR Class 7 No. 70000 'Britannia' hammers through a wet Stafford as it returns home running as 5Z38 the 11:18 Kidderminster S.V.R. to Crewe H.S. on February 16th. *Derek Elston*



# Charter Scene

## ECS and Light Engine Moves

On February 24th, Class 47773 departs Stafford for Nuneaton having arrived from Tyseley on a test run. *Michael Lynam*

Class 20 007 and 20 142 are seen at Chester on February 15th with a set of former Grand Central Mk4 stock. *Brian Battersby*

LMS Princess Coronation Class No. 46233 'Duchess of Sutherland' with support coach, working 5Z54 Orton Mere to Tyseley Steam Trust passes Burton on February 14th. *Stuart Hillis*





# Charter Scene ECS and Light Engine Movements

Class 47 593 and 47 810 working the 5Z41  
Telford Central - Crewe are seen at Telford  
Central on February 19th. *Carl Grocott*





Class 390 114 heading to London Euston, races past Euxton on February 2nd. *John Sloane*

Avanti West Coast

## West Coast “Marmalade Line” provides right track in search for winning preserve

**Avanti West Coast supports search to find world’s best marmalade by transporting jars of preserves to MarmaLake District.**

Avanti West Coast has renamed its route through Cumbria to support the search to find the world’s best marmalade.

Sections of the West Coast Main Line between London and Glasgow were named the “West Coast Marmalade Line” to mark a renowned competition that aims to find the tastiest preserve.

It featured drop-off points at selected stations along the route – offering amateur marmalade makers an alternative to posting their prized jars.

The train operator’s efforts to zest up its route is part of its support for the annual World’s Original Marmalade Awards and Festival. The winners of this year’s awards will be announced in May.

Entries travelled on a Pendolino train - known as the “Marmalade Express” for the journey - to Penrith, where they were collected and taken a few miles down the road for judging at Dalemain Mansion - home of the awards and festival.

For every jar submitted, entrants donate £10 towards palliative care charities, including Hospice at Home, who provide care and support to patients, family members and carers affected by life limiting illness in North and East Cumbria.

To date the event, which attracts competitors from around the world, including Australia and Japan, as well as promoting small producers, has raised over £270,000 for hospice care.

Mark Green, Avanti West Coast Station Manager at Penrith, said: “This prestigious event is great for Penrith and Cumbria, which are fondly known as the MarmaLake District when the region welcomes marmalade entries. At the same time, it supports the vital work of Hospice at Home, so we’re delighted to be championing this key event that makes a difference in the communities we serve.

“Entries for this world-famous competition come far and wide and we’re proud to have provided the West Coast

MarmaladeLine to give entrants a peel-ing alternative to posting their jars and ensure potential prize-winning preserves are delivered safely to Penrith.”

Jane Hasell-McCosh, founder of the Dalemain Marmalade Awards, said: “We are delighted that the Marmalade Express has returned for the awards. It is a wonderful opportunity to encourage marmalade makers to enter the competition and it is lovely to think that the jars travel by train, to the home of the MarmaLake District. Dalemain Mansion has strong links with the railway, and it is great to see those links grow with the help of this delicious preserve!”

# Avanti West Coast

Avanti West Coast and Eurostar's Climate Train journey has been given a special honour for showcasing rail during the COP26 Climate Change conference.

The train operator and high-speed rail operator, Eurostar, shared a prestigious Golden Whistles Award for the Climate Train journey in October last year.

The Awards are organised by Modern Railways magazine and the Chartered Institution of Railway Operators.

The special 'Climate Train' operated between the Netherlands and Scotland carrying passengers to COP26 thanks to a partnership between Avanti West Coast, Eurostar, NS, ProRail and Youth for Sustainable Travel.

Official delegations from the Netherlands, Belgium, Italy and Germany joined young people, MEPs, and NGOs such as Friends of the Earth and Oxfam, to enjoy one of the more sustainable ways to travel between the continent and COP26.

Whilst travelling at 186mph between Amsterdam, Rotterdam, Brussels and London, youth activists joined politicians and rail experts to debate and exchange ideas, tackling topics such as how to accelerate the modal shift towards sustainable travel and how innovation in rail can support this.

On arrival in the UK from the Eurostar service, delegates made their way between St Pancras and Euston to join an Avanti West Coast's iconic Pendolino.

It was fully wrapped with a unique sustainability design to celebrate journey and applied with the support of train builder Alstom, Aura Graphics as well as rolling stock company Angel Trains who own and invest in the Pendolino fleet. The Golden Whistles "Special Award" was given to representatives of Avanti West Coast, Eurostar and Scotland's Railway for their efforts in highlighting rail's role in the battle against climate change during COP26 and beyond. It was presented at a prestigious event held at the Marriott Hotel, Grosvenor Square in London.

Managing Director of Avanti West Coast, Phil Whittingham, said: "It's a such an honour to be recognised for the Climate Train and this initiative exemplified true collaboration between international rail operators. It showed that Avanti West Coast, like the wider rail industry, is committed to cleaner, greener transport for all."

Jacques Damas, Chief Executive Officer, Eurostar, said: "Rail has a leading role to play in helping to reduce carbon emissions, and the Climate Train is a shining example of what we can achieve in this area when we come together as an industry."

## Avanti West Coast and Eurostar recognised with special award for Climate Train

"At Eurostar, we look forward to continuing this journey as we commit to lowering our own carbon footprint by improving our supply chain and the origins of the electricity we use, as well as investing in our routes, timetables and customer experience. All this comes with one single objective - to make it easier for travellers to make high-speed rail their first choice for international short haul journeys."

Phil Sherratt, Editor of Modern Railways added: "We are all aware of the grave climate crisis that confronts us. COP26 last autumn put Glasgow at the centre of the world stage. Not only did this present a great PR opportunity for the UK railway, but it was also a big operating challenge, given the huge numbers of people to be transported to, and moved around, Glasgow - at a time when the pandemic was still a big issue."

"I am pleased to say our railway measured up to the occasion. The Climate Train initiative showed the world that railways can provide a low-carbon option for long-distance travel."



# Avanti West Coast

▶ A chance meeting of two Pendolinos at Stockport occurred on February 24th with the late arrival of Class 390 115 from London Euston as 390 127 waits to depart with the 14:12 from Manchester Piccadilly to London.

*Lee Stanford*

▶ The 'COP 26' liveried Pendolino speeds north past Bradley on February 4th. *John Sloane*

▶ Class 390 039 and 390 141 pass at Moore on February 26th. *Mark Enderby*



# Chiltern Railways

Chiltern 4 car DMU Class 168 004 arrives into Leamington Spa on February 25th, working the 13:55 Birmingham Moor Street to London Marylebone service. *Barry Longson*

February 25th sees Class 165 027 speed through Tyseley on the 12:32 Leamington Spa to Birmingham Moor Street shuttle service. *Barry Longson*

On February 25th, Class 68 013 is seen at Leamington Spa with a covered overnameplate, while propelling the 14:55 service to London Marylebone. *Barry Longson*





## COLAS RAIL UK'S FREIGHT TEAM TAKE ON SUCCESSFUL TIMBER TRIALS

Colas Rail UK's Freight division has played a key role in the transport and delivery of 400 tonnes of timber in a successful trial organised by Euroforest Ltd and Pontrilas Sawmills. Exploring new ways to reduce their carbon footprint after previously transporting their materials by road, the freight team provided a sustainable solution in the form of utilising a Class 70 loco to haul the cargo across 130 miles from Newton Abbot, Devon to Abergavenny, Monmouthshire. The trial was the first in over five years for Euroforest in moving timber by rail as they explore new options as opposed to using road haulage vehicles.

Speaking about the success of the trial, Colas Rail UK Freight Director, Simon Ball said "This is a great opportunity to provide a sustainable alternative in

operating on rail, especially as we lead the field in the transportation of timber by rail. We are acting to contribute to Net Zero Targets, in line with the objectives of our Group in promoting rail freight and in reducing the number of HGVs on the road, especially during the shortage of drivers. Working with the client and Network Rail, I'm convinced that we can move forward and build on the success of the trial."

Rob Blackmore, Network Rail's Local Operations Manager for the Severn & Gwent area said "It has been a real team effort to get the trial off the drawing board and onto the rails. It will further enhance Network Rail's drive to decarbonise the UK."

Mark Williams, Euroforest's Director of Operations for England & Wales said "The difficulties with road transport of goods has been highly publicised over the last couple of years. Moving roundwood timber by rail is a great solution to this problem. Rail transport provides an efficient and environmentally friendly method of moving bulk loads to our customers."



# Colas Rail

On February 20th, more wet and windy weathertogreetClass 70803 workingthrough Scunthorpe Station on 6C81 Humber Road Jct. - Doncaster Up Decoy conveying MXAs loaded with varying amounts of stone. It was unusual in being routed via the Grimsby & Immingham Light Railway between Immingham East Jct, and Marsh Jct. at Grimsby, little traffic being routed that way nowadays. *Steve Thompson*

Class 70 809 at the helm of 6Z37 15:23 Tyne Sorting Sidings to Carlisle Yard is seen at Corby Gates SB (Wetheral) on February 13th. *Kevin McCormick*

Class 70 809 is seen at Chester on February 15th with a Chirk bound log train. *Brian Battersby*



# Colas Rail

▶ Class 56 090, stands at Preston on February 10th with the early running 11:56 Carlisle New Yard to Longport, Pinnox Esso Sidings spent ballast. *Paul Senior*

▶ Class 70 815 with a Mountsorrel - Carlisle working passes Moore on February 17th. *Mark Enderby*

▶ Class 70 808 runs light past Bradley during a move from Carlisle to Toton on February 4th. *John Sloane*





# Colas Rail

▶ Class 66 847 on the 6026 Hinksey to Eastleigh engineers train passes through Worting on February 17th. *Michael Bennett*

▶ Class 56 302 'Peco' is seen near Euxton Junction with the Carlisle to Pinnox spent ballast train on February 15th. *John Sloane*

▶ On February 24th, Class 70 812 passes through Stafford with an engineers train of ballast from Mountsorrel - Carlisle N.Y. *Michael Lynam*



Class 56 302 works the 6K30 Carlisle N.Y. to  
Pinnox branch, Esso Sidings through Village  
Croft, Euxton on February 15th.  
*Alan Naylor*



# Colas Rail

On February 4th, a line of Colas power was to be found stabled in the Doncaster CHS sidings. Left to right are Class 56 078, 70 814 and 70 809. *Lee Stanford*

Having run round its train, Class 56 094 departs Stafford with the 10:15 Pinnox Branch Esso Sidings to Crewe Basford Hall S.S.M. on February 16th. *Derek Elston*

On February 23rd, Class 56 096 has just run round its short rake of 3 wagons, while working the 10:22 Pinnox Sidings to Crewe Basford Hall yard. *Barry Longson*





On February 5th, an unusual working for these parts. Class 70 813, in 'weathered' Colas livery, worked 6E01 Carlisle Yard - Barnetby Reception, comprised of 14 TEAs and 3 IWAs and is seen passing through Scunthorpe station. On arrival at Barnetby, the TEAs were worked forward to Immingham Reception as 6D01, the loco then returning to Barnetby to work 6D02 to Roberts Road at Doncaster with the IWA timber carriers. *Steve Thompson*



# DB Cargo

On February 24th, Class 60 011 is seen forging up the gradient towards Scunthorpe station on 6N31 Entrance C - Lackenbyslabs/blooms. *Steve Thompson*



# DB Cargo

▶ Class 66 041 on the 4021 Trafford Park to Southampton pass through Worting Junction on February 8th. *Michael Bennett*

▶ Class 66 019 passes Bradley hauling the 6K27 engineers service from Carlisle to Crewe on February 3rd. *John Sloane*

▶ A bit of a rarity, 6D97 Lackenby - Entrance C empty slab-carriers is scheduled to arrive at around 0530, so photos of it are not very common. However, on February 26th the train had been held at Milford for over two hours, so enabling the capture of this nocturnal beast! Class 60 011 is seen passing Scunthorpe in some early morning sunshine. *Steve Thompson*



# DB Cargo

▶ Class 66 139 passes through Little Bedwyn on February 23rd with the Banbury Road to Westbury Yard empties. *Michael Bennett*

▶ Class 90 035 and 90 039 head the 4M25 intermodal service from Mossend to Daventry through Charnock Richard cutting on February 2nd. *John Sloane*

▶ Class 66 151 passes Euxton at the head of the Seaforth to Mossend intermodal on February 2nd. *John Sloane*





# DB Cargo

On February 17th, Class 66 199 passes through Acton Bridge heading north with a car components train from Dollands Moor - Ditton Foundry Lane. *Michael Lynam*

Class 66 041 rattles through Stafford with the 4021 09:15 Trafford Park Euro Terminal to Southampton Western Docks Berth 109 intermodal in tow on February 19th. *Derek Elston*

On February 6th, Class 66 113 pauses while undertaking a spot of shunting at Redbourn Bridge. *Steve Thompson*



# DB Cargo

▶ Class 66 158 is seen with 6M16 Tees Yard to Knowsley binliner empties crossing the River Calder at Mirfield on February 7th.

*Steve Chapman*

▶ Class 60 017 passes Kempseye with 6V75 09:20 Dee March Reception Sidings - Margam TC on February 17th. *Keith Davies*

▶ Class 90 039 and 90 024 haul the 4M25 Mossend to Daventry service past Bradley on February 24th. *John Sloane*



DB  
Cargo

On February 3rd, Class 66 148 in its Maritime livery works its way north on the West Coast main line towards Millerhill for a weekend Ballast job!  
*Greig Gibson*



# DB Cargo

On February 26th, Class 60 020 passes Scunthorpe working 6E20 Llanwern - Immingham SS coil carriers, with the sun out! *Steve Thompson*





## DB Cargo UK and Groupe CAT launch new international services for Toyota

New international rail freight services have commenced from Toton in Nottinghamshire to Valenciennes in Northern France for the global automotive manufacturer, Toyota. This follows the construction of a new, £2.6 million automotive transfer facility at DB Cargo UK's strategic site in the East Midlands and £3 million investment by Groupe CAT in its specialist wagon fleet. Following a series of successful trial runs, fully loaded trains carrying approximately 260 vehicles are now operating twice a week between the two locations – a movement which used to take five days by road now takes just 24 hours by train and reduces carbon emissions by 2,300 tonnes every year!

On the outbound journey, the new generation of hybrid Corollas manufactured at Toyota's Derby plant are being exported to France. Toyota Aygo, Yaris and the new Yaris+ vehicles are being imported on the return leg, to ensure full utilisation of the new services.

DB Cargo UK's Chief Sales Officer Roger Neary said the commencement of the services was a significant milestone after months of collaboration and construction by all parties involved. Freight belongs on Rail and this is a really exciting collaboration between DB Cargo UK, Groupe CAT & Toyota. It's a win-win-win for all those involved and will see us deliver an efficient and environmentally-friendly rail logistics solution for one of the world's biggest automotive manufacturers," he added. "Not only that, it has also seen us breathe new life back into a previously disused area of our strategic Toton site."

Steve Reynolds, Managing Director of Groupe CAT's subsidiary STVA UK, said: "This project is the culmination of four years' work from conception through to implementation. It is a very exciting project for Groupe CAT, requiring resources from road, rail and terminals both here in the UK and in Europe too. To facilitate the

project, we have signed a long-term lease with DB Cargo UK for the Toton rail terminal and have invested more than £3 million to refurbish our wagons."

DB Cargo UK is currently the country's leading transporter of finished vehicles by rail, much of which is conducted working in partnership with wagon owner & logistics specialist Groupe CAT. It's £2.6 million investment has seen the construction of a new vehicle storage compound spanning some 4.25 acres, along with associated loading and unloading facilities. The work was undertaken by Britcon (UK) Ltd and involved the import of some 11,000 tonnes of construction material. Over 800 metres of new track has been laid alongside the extensive storage facility and 1100 metres of road has either been newly constructed or widened to accommodate the car transporters now taking the Toyota vehicles to and from site. Some 900 metres of security fencing has been constructed, five miles of white lines painted on the

tarmac surface and several miles worth of cabling laid to accommodate the necessary on-site CCTV and lighting.

Roger Neary said: "Each train will carry the equivalent load of around 29 road transporters. The rail solution will not only reduce congestion on the UK's Road network but will also generate significantly less CO2 emissions than if they were taken by road."

Steve Reynolds added: "We have taken the opportunity to redesign key aspects of the wagons to ensure they could deliver the next generation of cars and match Toyota's quality expectations. Without this investment and innovation, it would not have been possible to deliver the targeted environmental and lead-time benefits. We should also recognise publicly the excellent support and contribution to this project from Eurotunnel, Border Force and the DFT, who have all really worked hard to make this project happen".

# DB Cargo

▶ Class 90 034 and 90 020 head north through Stafford on February 26th with a Scottish bound intermodal working. *Richard Hargreaves*

▶ Class 66 190 and 66 140 paired on 6E97 10:18 Carlisle New Yard to South Bank Tees Dock passes through Wetheral on February 14th. *Kevin McCormick*

▶ Class 90 035 and 90 034 pass Cinderbarrow on February 12th with 4S49 Daventry to Grangemouth intermodal. *Steve Chapman*



# DB Cargo

▶ Class 60044 approaches Chinley North Junction on February 2nd working the 09:30 Arpley to Tunstead empty hoppers. *Lee Stanford*

▶ Class 66 154 is seen at Mirfield on February 14th with 6M16 Tees Yard to Knowsley binliner empties. *Steve Chapman*

▶ On February 24th, Class 66 152 on 6E64 Ripple Lane - Immingham NCB scrap heads through Scunthorpe. *Steve Thompson*



DB  
Cargo

The curse of the photographer, just as a freight arrives so does a cloud. Class 66 056 slows at Leamington Spa on February 25th while working the 10:34 Southampton to Halewood Jaguar cars that had 44 wagons in tow. *Barry Longson*





# DB Cargo

▶ On February 27th, Class 60 044 worked 6T53 Wrawby Jct. - Belmont with a part-loaded RDT set left over from the work at Immingham the previous night through Scunthorpe. 66 120 was on the rear. *Steve Thompson*

▶ Class 66 185 working 6M82 Walsall - Dowlow with a rake of discharged red box wagons, passes Burton on February 14th. *Stuart Hillis*

▶ Class 66 096 is seen at Kempsey on February 23rd with 6V75 Dee Marsh Reception Sidings - Margam TC. *Keith Davies*



# DB Cargo

▶ Class 66 067 works the Seaforth C.T. to Mossend Down Yard through Village Croft, Euxton on February 15th. *Alan Naylor*

▶ Class 66 117 passes Meole Brace on February 11th with 6V75 09:24 Dee Marsh Reception Sidings - Margam TC. *Keith Davies*



# DB Cargo

▶ Class 60 011 heads through Scunthorpe on February 22nd working the 6N31 Entrance C - Lackenby slabs/blooms. *Steve Thompson*

▶ Class 66 069 working the 6E26 binliner passes through Warrington Bank Quay on February 22nd. *Mark Enderby*

▶ Class 60 017 passes Burgs Lane on February 17th working the 6V75 09:30 Dee Marsh - Margam empty steel. A rare appearance of a Class 60 on this working. *Phil Martin*





# DB Cargo

▶ On February 24th, Class 66 041 passes through sunny Stafford with an intermodal train from Trafford Park - Southampton Docks.

*Michael Lynam*

▶▶ Class 66 134 passes Moore on February 17th working the 6F91 Ince & Elton to Arpley sand empties.

*Mark Enderby*

▶ Class 90 020 and 90 019 pass Bradley with 4M25 Mossend to Daventry on February 17th.

*John Sloane*



# DC Rail Freight

▶ Cappagh liveried Class 60 028 passes Doncaster with Railvac 2 running as 6X02 11:48 from Leeds Balm Road to Doncaster Up Decoy on February 17th. *Lee Stanford*

▶ Class 60 055 'Thomas Barnardo' departs light engine from Burton West Yard on February 11th heading to Wembley Yard. *Stuart Hillis*

▶ Class 60 028 approaches Acton Bridge on February 12th with a Ravenhead bound working. *Brian Battersby*



# Direct Rail Services

▶ Class 68 008 and 68 018 on the 0Z68 Fairwater to Willesden DRS pass Crofton on February 12th. It is very rare to see Class 68s on the B&H route. *Michael Bennett*

▶ Class 66 303 passes Bradley with 6K05 Carlisle to Crewe engineers train on February 3rd. *John Sloane*

▶ Class 37 401 and 37 422 pass Euxton with the 6K05 engineers train from Carlisle to Crewe on March 3rd. *John Sloane*



# Direct Rail Services

▶ Class 88 010 working the 4M27 Mossend - Daventry passes Moore on February 26th.  
*Mark Enderby*

▶ Class 88 006 'Juno' climbs past Standish with a Daventry to Mossend 'Tesco' service on February 26th.  
*John Sloane*

▶ Class 88 004 'Pandora' leads the 6X43 09:28 Dagenham Dock Recp to Garston Car Terminal through a wet Stafford on February 16th.  
*Derek Elston*





# Direct Rail Services

▶ Class 66421 and 37716 head the 6K05 engineers train from Carlisle to Crewe through Leyland on February 22nd. *John Sloane*

▶ Class 66 126 with 2 cranes in the consist of 6G94, the 12:14 Crewe Basford Hall S.S.M. to Bescot Up Engineers Sidings passes through Stafford on February 16th. *Derek Elston*

▶ Class 68 015 passes through Warrington Bank Quay on February 22nd running light engine from Walton Old to Longsight. *Mark Enderby*



# Direct Rail Services

Class 66 426 heads the 10:40 Daventry - Wentloog through Craven Arms on February 26th, diverted from its usual route via Cheltenham due to trackwork. *Chris Morrison*



# Direct Rail Services

▶ Class 88 007 'Electra', heads north through Stafford on February 26th with a Daventry - Mossend working. *Richard Hargreaves*

▶ Class 66 433 and 66 558 head the 6K05 engineers train from Carlisle to Crewe past Euxton on February 15th. *John Sloane*

▶ Class 57 304 'Pride of Cheshire' ticks over at Rugby whilst stabled on February 16th. *Derek Elston*



# Direct Rail Services

Class 66 432 passes Kemps Eye on February 5th working the 4V38 10:40 Daventry - Wentloog Tesco liner. *Phil Martin*

Class 66 122 passes Bayston Hill with the 4V38 10:40 Daventry DRS - Wentloog FLT on February 19th. *Keith Davies*

Class 66 426 eases through the old Royal Mail platform at Stafford with a rake of ballast wagons that terminated in the yard south of the station on February 16th. *Derek Elston*



# Direct Rail Services

▶ Class 66 426 passes a sunny Kempseye with 4V38 08:45 Daventry (Tesco) - Wentloog on February 15th. *Keith Davies*

▶ Class 88 010 runs light engine through Stafford on February 26th, heading to Crewe. *Richard Hargreaves*

▶ Under a dark sky, Class 66 122 passes Kempseye with 4V38 08:45 Daventry (Tesco) - Wentloog FLT on February 21st. *Keith Davies*



# Freightliner

▶ Class 66 511 on a Crewe to Southampton liner passes through Worting Junction on February 8th. *Michael Bennett*

▶ Class 66 590 works the 4L99 09:52 Lawley Street F.L.T. to Felixstowe North F.L.T. through Northampton on February 25th. *Derek Elston*

▶ Class 90 006 'Roger Ford', 90 003 and 66 526 'Driver Steve Dunn (George)' DIT pass through Northampton with 4L97 08:17 Crewe Basford Hall S.S.M. to Felixstowe North F.L.T. on February 22nd. *Derek Elston*



# Freightliner

Class 59 004 is seen near Little Bedwyn on February 23rd with the Merehead to Theale stone. *Michael Bennett*

On February 2nd, Class 66 610 passes through Hyde North working an aggregate train from Tunstead Sidings - Northampton Castle Yard. *Michael Lynam*

On February 17th, Class 70 010 passes through Acton Bridge with a bin train from Bredbury RTS - Runcorn Folly Lane. *Michael Lynam*



# Freightliner

▶ Class 59 101 passes through Little Bedwyn with the Neasden Charrington Sidings to Merehead empties on February 23rd. *Michael Bennett*

▶ On February 19th, Class 66 414 passes Andover working a lightly loaded 4049 Banbury to Southampton Maritime liner. *David Lindsell*

▶ Class 70 010 passes through Acton Bridge running light engine from Runcorn Folly Lane - Northenden RTS. *Michael Lynam*





# Freightliner

Class 47 830 passes Harlscott with  
6G68 10:23 Donnington RFT - Crewe  
CS. *Keith Davies*



# Freightliner

▶ Class 66 549 and 66 561 on the 7C77 Wembley to Merehead passes Little Bedwyn on February 23rd. *Michael Bennett*

▶ Class 90013 and 90042 ease their way to a stand at Northampton running 2 hours late with 4L41 04:59 Trafford Park F.L.T. to Felixstowe North F.L.T. on February 22nd. *Derek Elston*

▶ On February 19th, Class 66 546 passes Andover as the 0Y83 Eastleigh to Hoo Junction light engine move. *David Lindsay*



# Freightliner

Class 70 020 hurries through Acton Bridge on February 23rd, with the 13:30 Runcorn Folly Lane to Northenden empty waste containers.  
*Barry Longson*



# Freightliner

▶ Class 66 568 hauls the 4E23 05:50 Felixstowe North Freightliner Terminal to Leeds Freightliner Terminal, towards Fitzwilliam station on February 4th. *Tim Saunders*

▶ Class 66 418 passes Kempseye with 6Y97 08:18 Penmaenmawr - Westbury Down TC on February 13th. *Keith Davies*

▶ Class 66 533 passes through Acton Bridge with a rake of container flats working from Seaforth Container Terminal - Hams Hall. *Michael Lynam*



# Freightliner

▶ Class 66 540 and 66 957 double head the 08:51 LeedsFLT to Felixstowe North, through platform 3 at Doncaster on a very bright February 11th. *Barry Longson*

▶ Class 66 413 'Lest We Forget' leads the 4L97 06:15 Trafford Park F.L.T. to Wembley Receptions 1-7 toward a red signal at Northampton on February 25th. *Derek Elston*

▶ Class 66 533 passes Stafford with the 09:03 Seaforth C.T.(F'liner) to Hams Hall Parsec on February 16th. *Derek Elston*



# Freightliner

▶ On February 6th, Class 66 556 passes through Scunthorpe working 6Y36 Humber Road Jct. - Doncaster Up Decoy with 8 MXAs loaded with not a lot of spoil, running about 90 minutes late. *Steve Thompson*

▶ Class 66 616 passes Ashbury Crossing working the 6C48 Appleford to Whatley stone empties. *Ken Mumford*

▶ Class 66 613 comes off Stockport Viaduct and runs into the station with a Tunstead to Northampton train on a very wet February 7th. *John Sloane*



# Freightliner

On February 24th, Class 66 587 hauled 6Y33 Humber Road Jct. - Up Decoy with four Autoballaster sets and 66 562 on the rear through Scunthorpe. *Steve Thompson*

Class 66 560 speeds through the centre road at Swindon on February 24th obviously in an effort to make up lost time with a Wentloog to Felixstowe liner. *Ken Mumford*

Class 90 046 was employed on driver refresher training on February 3rd and was seen passing Heaton Chapel working the 10:48 Crewe Basford Hall to Trafford Park. *Lee Stanford*



Here we get that classic black exhaust, as the driver notches up the power on Class 70 002, while working the 12:24 Southampton MCT to Trafford Park through Leamington Spa on February 25th. *Barry Longson*







▶ Class 60 047 approaches Mirfield station on February 7th with 6M60 Drax to Liverpool Biomass empties. *Steve Chapman*

▶ Class 66 705 passes Duncote Mill with 6M42 09:22 Avonmouth Hanson Sidings - Penyffordd on February 4th. *Keith Davies*

▶ Class 66 761 passes Ashbury Crossing working 6V32 Tilbury to Trostre steel empties. *Ken Mumford*



Recently imported for GBRf is Class 66 796. The loco which carries the name 'The Green Progressor' was to be found catching the winter sun outside Doncaster Roberts Roads depot on February 4th.  
*Lee Stanford*



## GB Railfreight (GBRf) has taken delivery of a Class 18 hybrid+ shunting locomotive as part of a three-month trial with Beacon Rail Leasing, marking the latest expansion of its growing fleet

As GBRf looks towards the future of its assets, the shunting locomotive will enable low noise and zero emissions, demonstrating a clear contribution to the challenge of meeting the UK's net zero carbon targets.

The locomotive was delivered to Whitemoor on Tuesday February 1st, where it will undergo a series of testing to understand its capabilities and performance.

Manufactured by Clayton Equipment Ltd, the Class 18 is powered by an onboard battery that provides emissions-free operation where charging facilities are available, or through a regenerative braking system. When challenges with range or operation occur, an efficient onboard Stage V compliant engine can be utilised to increase the locomotives running time.

David Golding, Asset Director, GB Railfreight, said: "The Class 18 hybrid+ shunting locomotive has the power to play a key role in the decarbonisation of our future fleet. Going forward, it will offer a wide range of sustainable benefits capable of significantly reducing the environmental impact of our operations."

Rob Dee, Chief Commercial Officer, Beacon, said: "We are very pleased to have delivered the first of our order of 15 Class 18 hybrid+ shunting locomotives, from Clayton Equipment, to GB Railfreight. This is a key milestone in our delivery program and we look forward to working with GB Railfreight through their trial period. This locomotive will offer our customers a greener and sustainable option for railfreight operations in the UK against the backdrop of targets to reduce emissions."

Clive Hannaford, Managing Director, Clayton Equipment, said: "We are very proud to supply GB Railfreight through Beacon Rail with the Class 18 locomotive. In the fast-changing environment with decarbonisation targets, the increased demand for lower emissions, new technology and more capacity, the Clayton Equipment Hybrid+ CBD90 will support GBRf with sustainable environmental benefits which meets their commitment to invest in new technology and provide real cost savings".



▶ Class 66 719 on Penyffordd cement crosses 66 035 on steel at Woolascott on February 27th.  
*Keith Davies*

▶ A trio of Class 60 locomotives led by 60 056 with sister locos 60 085 and 60 026 both DIT were at the head of the 13:02 Liverpool Biomass Terminal to Drax on February 5th, the service is seen approaching Heaton Norris junction on the outskirts of Stockport. *Lee Stanford*

▶ Class 60 056 passes Mirfield East Junction on February 14th with 6M36 Drax to Liverpool Biomass empties. *Steve Chapman*



Fairly new to the UK and to the Clitheroe - Avonmouth cement circuit, Class 66 798 powers south through Winwick on February 2nd.

*Jeff Nicholls*

Class 66 774 passes Preston Boats with 6M84 07:38 Bicester MOD to Donnington RFT on February 15th. *Keith Davies*

Class 66 705 passes Gobowen, Oswestry branch on February 21st working the 6M42 12:10 Avonmouth - Penyffordd empty cement tanks.

*Phil Martin*



▶ Class 69003 and 66758 top'n'tail the Mountfield to Southampton gypsum on February 8th.  
*Michael Bennett*

▶ Class 66797 passes Gobowen on March 1st running as 0Z61 11:26 Bescot - Bescot route learner.  
*Phil Martin*

▶ Class 66712 sits on the fast line at Doncaster waiting for the signal to clear before restarting the 08:20 Middleton Towers to Barnby Dun on February 4th.  
*Lee Stanford*



▶ Class 66 750 heads south through Stafford on February 26th with a stone train.  
*Richard Hargreaves*

▶ Class 66 746 passes a wet Moore on February 17th working the 4077 Longtown-Southampton MOD train.  
*Mark Enderby*

▶ Beacon Rail liveried Class 66 797 runs through Garswood hauling a Tuebrook to Ashton stone train on February 8th.  
*John Sloane*



GBRf

Class 66 725 passes through Salford Central working a Peak Forest to Hope Street (Salford) loaded cement on February 22nd.  
*Steve Stepney*





On February 22nd and on its first revenue earning trip since arriving in the UK, Class 66 796 working 6D74 Doncaster Up Decoy - Frodingham Trent Yard, conveying an empty RDT set passes through Scunthorpe  
*Steve Thompson*

Class 47 739 arrives light engine into Northampton running as 0Y80 09:12 Leicester L.I.P. to Northampton Emd on February 25th.  
*Derek Elston*

Class 66 746 working the 6M47 Ludgershall MOD to Kineton passes through Grateley on February 28th.  
*Michael Bennett*



After making its first revenue-earning trip on 6D74 on February 22nd, Class 66 796 made its second revenue-earning trip on February 24th on 6D74 once again. Hauling a double set of RDTs, it passes Scunthorpe working from Belmont to Entrance C. *Steve Thompson*

Class 66 798 passes Balshaw Lane and Euxton hauling an Avonmouth to Clitheroe empty cement train on February 15th. *John Sloane*

Belmond Royal Scotsman liveried Class 66 746 passes Bradley hauling a special Longtown to Southampton container train on February 17th. *John Sloane*



Fresh from repairs at Toton, Class 60026 passes Stockport on February 24th on a light engine move from Doncaster to Tuebrook sidings in Liverpool. *Lee Stanford*

Class 66 798 works the 6M75 Avonmouth Hansons Sidings to Castle Cement, Clitheroe, through Village Croft, Euxton on February 15th. *Alan Naylor*

On February 27th, running an hour late, Class 66 702 worked 6G36 Holton Le Moor - Belmont conveying spoil and a few loaded stone not used through Scunthorpe. *Steve Thompson*



▶ One of GBRf's celebrity locos, Class 66 783 'The Flying Dustman' winds its way around towards Doncaster station, with the 10:05 Down Decoy Yard to Immingham on a bright February 11th. *Barry Longson*

▶ On February 12th, Class 66 789 arrives at Doncaster with the semi regular Saturdays South Eastern unit drag. *Class47*

▶ Class 66 744 'Crossrail' working the 4F62 East Midlands Gateway to Seaforth modal passes Burton on March 2nd. *Stuart Hillis*



▶ Class 66 748 is seen at Leamington Spa on February 25th, with the 10:18 Scunthorpe Trent to Eastleigh East yard. *Barry Longson*

▶ On February 17th, Class 66 746 passes through Acton Bridge with short container train working from Longtown MOD - Southampton West Docks as 4077. *Michael Lynam*

▶ On router refresher training, Class 92032 catches the sun at Doncaster on February 17th before departing light as the 11:35 to Newcastle. *Lee Stanford*



# Grand Central

On February 11th, Class 180 104 speeds through Doncaster while working the 08:27 London King's Cross to Sunderland service.  
*Barry Longson*



# Greater Anglia

On February 24th, Class 720 585 and 720 527 arrive at Stafford on a mileage accumulation run from Nuneaton.  
*Michael Lynam*



# Great Western Railway

Class 166 201, still in blue First Group livery, departs Portsmouth and Southsea on February 17th with the 11:23 Portsmouth Harbour - Cardiff service.

*John Goodrich*





# Great Western Railway

On February 24th, as a Bristol bound 'Flying Cucumber' approaches Swindon, Class 387 155 waits in the sidings to form a train to London Paddington. *Ken Mumford*

Class 802 005 passes through Malvern Wells with a Hereford to London Paddington service on February 5th. *Neil Pugh*

Class 387 157 and 387 155 stand at Swindon on February 24th waiting departure time with a service to London Paddington. *Ken Mumford*



# Great Western Railway

▶ Class 158 951 heads for Malvern Wells signal box where it will reverse to form a service from Great Malvern to Weymouth on February 22nd whilst Class 800 015 stands on the down loop waiting its turn to reverse to form a London Paddington service. *Neil Pugh*

▶ Class 802 022 passes over Malvern Common with a London Paddington to Hereford service on February 25th. *Neil Pugh*

▶ Class 166 210 arrives at Fratton with the 09:28 Cardiff - Portsmouth Harbour on February 17th, passing SWR's Class 450 025 stabled in a siding. *John Goodrich*



# Great Western Railway

▶ Class 800 034 passes through Little Bedwyn with a West Country train on February 23rd.  
*Michael Bennett*

▶ On February 7th, Class 57 603 heads through Swindon working the 5C99 Reading to Penzance empty sleeper coaches.  
*Colin Pidgeon*

▶ Class 165 132 on the Bedwyn to Newbury local passes through Little Bedwyn on February 23rd.  
*Michael Bennett*



# L.N.E.R.

▶ Class 67 007 is seen at Leeds on February 11th, forming 1Z99 en route to rescue Class 91 130 on train 1A13, the 06:56 Skipton to London King's Cross which had failed in the platform at Shipley that morning. *Andy Pratt*

▶ The much maligned and under photographed DVT has been an important part of the railways for many years. Here No. 82211 is at the head of the 11:15 Leeds to London King's Cross service, about to depart Doncaster on February 11th. *Barry Longson*

▶ Still looking good in its Heritage 'Inter-City' livery, Class 91 119 arrives at Doncaster with the 09:06 from London King's Cross to York on February 17th. *Lee Stanford*



# L.N.E.R.

On February 11th, Class 91 106 was diagrammed on the York circuit and is seen approaching platform 4 at Doncaster working the 09:06 from London King's Cross. *Barry Longson*

Still hanging on, LNER Class 91 109 slows to cross from the fast line and into platform 8 at Doncaster, while working the 08:33 London King's Cross to Leeds service on February 11th. *Barry Longson*

The LNER Azuma units are maybe not as interesting as a loco hauled train but nevertheless they look impressive as can be seen as Class 800 103 passes Doncaster on February 4th working the 07:55 Inverness to London King's Cross. *Lee Stanford*



L.N.E.R.

Looking very sorry for themselves and unlikely to ever run again Class 91 103 and an unidentified sister stand stripped of many parts outside the old Doncaster Works building on February 17th. *Lee Stanford*



# Network Rail

On February 23rd, Class 73 962 leads coaches Nos. 6264, 5981, 977983 and 72612 with 73 963 on the rear working the 1Q22 11:01 Woking CS to Woking CS via Andover/ Eastleigh/Fawley seen here at Wyke just east of Andover.  
*David Lindsell*



Class 153 385 has been fitted with cameras as a visual inspection unit for Network Rail and carries the identification VIU 3 as well as its unit number. It is seen at Eastleigh on the afternoon of February 27th. *John Goodrich*





▶ A Network Rail Slateford - Derby working is about to pass under a very busy M62 at Winwick on February 2nd. Power car No. 43299 leads the consist with 43290 bringing up the rear.

*Jeff Nicholls*

▶ Power cars Nos. 43251, and 43257 at the rear, approach Balshaw Lane and Euxton station on a Derby to Carlisle working on February 15th.

*John Sloane*

▶ Power cars Nos. 43290 and 43299 work the Slateford to Crewe test train past Euxton on February 2nd. *John Sloane*



# Network Rail

▶ Class 73 963 and 73 962 pass through Grateley on February 23rd with a test train working.  
*Michael Bennett*

▶ Class 97 302 stands at Welshpool on February 11th working the 6C71 19:20 Crewe - Dovey Junction. *Phil Martin*

▶ Class 97 303 and 37 418 stand at Newtown on February 11th working the 6C70 17:09 Crewe - Dovey Junction via Aberystwyth.  
*Phil Martin*



# Rail Operations Group

▶ Class 37 510 departs Swindon on February 13th working the 0M57 St Phillips Marsh HSTD to Derby RTC. *Colin Pidgeon*

▶ On February 17th, Class 37 800 working the 5Q76 Belmont Yard to Newport Docks with Class 365 530 heads through Swindon. *Colin Pidgeon*

▶ Class 37 800 growls loudly as it speeds through Swindon on February 24th working the 5Q76 Belmont Yard to Newport (SIMS) hauling EMUs Class 365 520 and 365 522. *Ken Mumford*



# TransPennine Express

▶ Class 802 209 crosses the River Calder at Mirfield on February 7th with the 09:47 Newcastle to Liverpool service. *Steve Chapman*

▶ Class 397 011 passes Cinderbarrow on February 12th with the 12:12 Edinburgh to Manchester Airport service. *Steve Chapman*

▶ Class 68 026 passes Charnock Richard whilst working a Walton Old Sidings to Carlisle test train on February 8th. *John Sloane*



# TransPennine Express

▶ Class 68 027 'Splendid' and Mk5 stock, departs Doncaster while on a driver training run, from Cleethorpes to Manchester Piccadilly on February 11th. *Barry Longson*

▶ A TPE Class 397 heads past Standish on a Glasgow to Liverpool Lime St. service on February 26th. *John Sloane*

▶ Class 802 217 works the 5M92 Glasgow Central to Manchester Airport through Leyland station on March 1st. *Alan Naylor*



# Transport for Wales

▶ Class 67 025 approaches Gobowen on March 1st working the 11:22 Cardiff - Holyhead.  
*Phil Martin*

▶ Class 197 004 is seen stabled at Chester on February 22nd.  
*Mark Enderby*

▶ Class 175 106 calls at Stockport on February 7th working a service to Manchester Piccadilly.  
*John Sloane*



# Transport for Wales

Class 175 116 passes Craven Arms with the  
12:39 Manchester Piccadilly - Swansea service  
on February 26th. *Chris Morrison*



# Transport for Wales

▶ Class 67 010 departs Gobowen on March 1st working the 11:33 Holyhead - Cardiff Central with DVT No. 82216 leading. *Phil Martin*

▶ Class 153 353 approaches Crewe station with the 2K58 14:24 Shrewsbury to Crewe service on February 16th. *Derek Elston*

▶ Class 175 114 passes Kempsey on February 5th working the 1V42 12:31 Manchester Piccadilly - Milford Haven service. *Phil Martin*





# Transport for Wales

Brand new Class 197 101 approaches Crewe on February 26th with a test run.  
*Richard Hargreaves*

Class 158 818 passes Kempseye with 1V3810:25 Crewe - Cardiff Central on February 23rd.  
*Keith Davies*

Class 175 009 is seen at Kempseye with 1W52 05:54 Milford Haven - Manchester Piccadilly on February 16th.  
*Keith Davies*



# Transport for Wales

Class 67 025 calls at Shrewsbury on February 12th working the 06:25 Holyhead - Cardiff Central service. DVT No. 82226 was leading.  
*Richard Hargreaves*

Class 175 102 passes Kempseye with 1V38 09:31 Manchester Piccadilly - Carmarthen service.  
*Keith Davies*

Class 197 003 is seen at Battlefield with 3K03 09:34 Shrewsbury - Crewe test run on February 10th. *Keith Davies*



# Transport for Wales

One of the first recorded visits of a Class 197 unit to Manchester occurred on February 24th when Class 197 102 was photographed at Heaton Chapel working the 10:40 test run from Chester to Manchester Piccadilly. *Lee Stanford*

DVT No. 82216 leads Class 67 025 at Woolascott with 1V96 11:33 Holyhead - Cardiff Central on February 1st. *Keith Davies*

DVT No. 82229 with Class 67 010 on the rear passes Kempsey with 5Z67 10:35 Crewe C.S. - Hereford on February 8th. *Keith Davies*



# Units: DMUs and EMUs

▶ The Gatwick Express Class 387 units are being employed on a number of different turns as a result of the downturn in traffic to Gatwick Airport. On February 22nd, Class 387 221 was to be found with two sister units approaching East Worthing working the 14:59 Brighton to London Victoria. *Lee Stanford*

▶ Royal Mail's Class 325 003, 325 012 and 325 006 forming 1M31 05:34 Shieldmuir Mail Terminal to Willesden PRDC ease up to a Red signal at Northampton running almost an hour early on February 25th. *Derek Elston*

▶ West Midlands Railway's Class 730 005 is seen on test through Stafford on February 26th. *Richard Hargreaves*



# Units: DMUs and EMUs

On February 17th, Class 377 104 departs Fratton with the 13:11 Portsmouth Harbour - London Victoria service. *John Goodrich*

Refurbished Northern Class 150 209 waits its next turn of duty in the bay platform at Preston, on a wet and windy February 18th. *Paul Senior*

Northern's bi-mode Class 769 442 approaches a sunny Stockport on February 24th with the 13:15 Southport to Alderley Edge service. *Lee Stanford*



# Units: DMUs and EMUs

▶ Northern's Class 319 368 accelerates rapidly away from its Earlestown stop with the 08:27 Liverpool Lime Street - Crewe via Manchester on February 2nd. Next stop in two minutes will be Newton-le-Willows. *Jeff Nicholls*

▶ Northern's Class 158 758 working a Leeds to Warrington Bank Quay service passes through Salford Central on February 22nd. *Steve Stepney*

▶ Northern's Class 156 465 is pictured just to the east of Arnside on February 10th while working the 13:13 Lancaster to Carlisle service. *Steve Chapman*



# Units: DMUs and EMUs

West Midlands Railway's Class 170 512 and 170 508 working the 10:42 Shrewsbury - Birmingham New Street service are seen at Shrewsbury on February 12th.

*Richard Hargreaves*

Work stained Merseyrail EMU Class 507 026 named 'Councillor George Howard', waits to depart Southport, with the 14:58 service to Hunts Cross, on February 6th. *Paul Senior*

Northern's Class 158 845 passes Wetheral (in Cumbria, Tyne Valley line) working 2A28 10:23 Carlisle to Morpeth service on February 14th.

*Kevin McCormick*



# Units: DMUs and EMUs

▶ Northern's Class 170 455 departs Doncaster on February 11th, while working the 09:00 Scarborough to Sheffield service.

*Barry Longson*

▶ Class 156 465 is seen at Wetheral working 2N11 08:55 Morpeth to Carlisle service on February 14th. *Kevin McCormick*

▶ Northern's Class 150 106 calls at Lostock Gralam on February 3rd with a Manchester to Chester service. *Mark Enderby*





# Units: DMUs and EMUs

South Western Railway's Class 450 035 arrives at Portsmouth and Southsea on the rear of the 10:40 Petersfield - Portsmouth Harbour service on February 17th. *John Goodrich*

Aratherdeserted Stockport station on February 1st sees Northern's Class 150 145 departing with the 13:39 Manchester Piccadilly to Chester service. *Lee Stanford*

LNWR's Class 350 109 leads the 1W18 14:33 Birmingham New Street to London Euston service through Church Brampton on February 16th. *Derek Elston*



# Units: DMUs and EMUs

South Western Railway's Class 701 032 is seen on a mileage accumulation run on February 8th, heading to London Waterloo.

*Michael Bennett*

Celebrity liveried Class 313 201 approaches Worthing on February 22nd with the 15:45 Brighton to Bognor Regis service. *Lee Stanford*

West Midlands Railway's Class 172 220 departs Birmingham Moor St. with the 11:45 Kidderminster to Stratford on Avon service on a very bright February 25th. *Barry Longson*



# Units: DMUs and EMUs

▶ Class 444 019 in South Western Railway livery with gay pride rainbow markings departs Portsmouth and Southsea with the 11:15 Portsmouth Harbour - Petersfield service on February 17th. *John Goodrich*

▶ Southern's Class 377 458 is seen at Worthing on February 22nd working the 14:15 Brighton to Bognor Regis service. *Lee Stanford*

▶ SWR's Class 159 002 is seen near Grateley with the 11:47 Salisbury to Basingstoke service on February 23rd. *Michael Bennett*



# Units: DMUs and EMUs

Merseyrail's Class 507 026 stands at Chester on February 22nd working a service to Liverpool Central. *Mark Enderby*

Northern's Class 331 013 run through Charnock Richard cutting with a Blackpool North to Liverpool Lime St. service on February 2nd. *John Sloane*

Northern's Class 319 368 calls at Garswood on a Liverpool Lime St. to Wigan North Western service on February 8th. *John Sloane*



# Units: DMUs and EMUs

South Western Railway's Class 159 105 passes through Grateley with the Basingstoke - Yeovil Junction via Westbury on February 23rd.  
*Michael Bennett*

Northern's Class 156 401, still in EMT livery, works 2N15 Preston to Colne, seen at Pleasington station on February 4th.  
*Alan Naylor*

South Western Railway's Class 159 006 passes Andover on February 19th working the 1L30 09:47 Salisbury to Basingstoke service.  
*David Lindsell*



# Units: DMUs and EMUs

▶ Northern's Class 158 855 approaches Mirfield station on February 7th while working the 12:17 Leeds to Wigan service. *Steve Chapman*

▶ London NorthWestern's Class 350 107 and 350 116 approach Stafford on February 26th with a service to London Euston. *Richard Hargreaves*

▶ South Western Railway's Class 159 002 leads 159 022 and a Class 158 through Grateley on February 28th working the 12:20 from London Waterloo. *Michael Bennett*



# Units: DMUs and EMUs

▶ The Class 313 units are one of the oldest types of unit still in regular service and on February 22nd, Class 313 213 slows for the East Worthing stop whilst working the 15:15 Brighton to Bognor Regis service. *Lee Stanford*

▶ Northern's CAF, Class 195 111 named 'Key Worker, Thank You NHS', waits to depart Preston on February 25th with the 14:28 Manchester Airport to Windermere service. *Paul Senior*

▶ West Midlands Railway's Class 172 336 passes through Malvern Wells on a Hereford to Birmingham New Street service on February 22nd. *Neil Pugh*



Class 156 476 working the 1Y25 10:33 Glasgow Queen Street to Oban and 385 036 working the 2N65 10:20 Glasgow Queen Street to Alloa service are seen in platforms 6 and 7 at Glasgow Queen Street - where the old mileage post has been moved to - it's an old Edinburgh & Glasgow Railway milepost (dating from 1842). *Kevin McCormick*







# Scotrail

Three Class 334 EMUs stand at Yoker depot in the sunshine on January 16th, left to right are Class 334 023, 334 029 and 334 037.

*Kevin McCormick*

Class 158 704 skirts the coastline at Brora on March 1st. *Jeff Nicholls*

Class 334 021 stands at Springburn in the bay platform 3 on January 15th. This will form 2V47 09:51 Springburn to Milngavie service.

*Kevin McCormick*



Scotrail

Class 158 714 calls at Dunrobin Castle on  
March 1st. *Jeff Nicholls*



# Glasgow Subway

Units Nos. 132 and 123 pass at Bridge Street on February 25th. *Mark Enderby*

On February 25th, unit No. 118 is seen departing St. Enoch. *Mark Enderby*

Unit No. 118 is seen at Bridge Street on February 25th. *Mark Enderby*



# Manchester Metrolink

Metrolink tram No. 3063 arrives at Queens Road stop in a very brief spell of sun on February 3rd, with a Piccadilly service.

*Barry Longson*



Class 66 707 'Sir Sam Fay' working 4Z62 East Midlands Gateway to Seaforth passes Burton on February 14th. *Stuart Hillis*



## Reedham station car park upgrade unearths cash boost for rail line

One person's trash turned into another's treasure following a recycling initiative on Greater Anglia's Wherry Lines route. During recent repairs to the car park at Reedham railway station, a large pile of bricks, believed to have been part of the station's former cattle dock, were unearthed at the site and were subsequently offered to a local recycling yard in return for a donation. Greater Anglia received £500 for the bricks, which it has donated to the Wherry Lines Community Rail Partnership for use towards its efforts to support the line and the work of the Reedham station adopters. The additional funding will be used by the Community Rail Partnership towards ongoing improvement works at the station and in support of community engagement work by the adopters for which they received a top national award in 2020.

Greater Anglia Site Manager, Phil Hogg, presented Martin Halliday, Development Officer for the Wherry Lines Community Rail Partnership and Ann Thompson, one of the volunteer station adopters at Reedham with a cheque for £500 on February 10th. He said, "I'm delighted that we were able to improve the car park at Reedham in a

sustainable way, saving the old materials for another use elsewhere and at the same time contributing towards the amazing work that is being done by the Community Rail Partnership and volunteer station adopters in making our stations attractive, welcoming places for passengers and a source of pride for the community."

Martin Halliday, Development Officer for the Wherry Lines Community Rail Partnership said; "On behalf of the partnership and all our station adopters, I would like to thank Phil and Greater Anglia for this kind donation which will be put to excellent use towards delivering projects that improve facilities and support to our promotion of the line."

Reedham station first opened in 1844 on a route to Great Yarmouth as part of the first railway to be opened in Norfolk, the line between Reedham and Lowestoft opened in 1847 and this summer will celebrate its 175th anniversary. In 2020 Reedham Station won first prize in the It's Your Station silver category at the 2020 National Community Rail Awards.

## Fares Advice with RailUK

This month more questions and answers on the complex ticketing system of Britain's Railways.

### SeatFrog upgrade sold for non-existent train?

**Q:** A friend of mine is returning from Southport to Leeds using a flexible ticket, so has elected to travel via Liverpool Lime Street. He has bid for, and successfully won a SeatFrog upgrade for just £5 on the 15.54 Liverpool Lime Street to Newcastle. All good, until... ..he arrived at Lime Street to see that the 15.54 is cancelled. However, looking at Real Time Trains, the entire schedule has disappeared, together with the inward working which arrives at Liverpool at 15.02. So they are not shown as cancelled, they have just been removed! (They are both shown as running next Saturday so they ARE part of the "normal" TPE timetable).

TPE have told him that the SeatFrog upgrade is NOT automatically valid on the next train - in this case, the 16.54. He has now "won" an upgrade for £9 on the 16.54 which seems a bit unfair (I appreciate that £9 is still cheap, but that's not really the point here). My question is: how was SeatFrog able to sell the upgrade for the 15.54, which was only confirmed 30 minutes before the scheduled departure, when it must have already been known by then that the service wouldn't run? Secondly, why is the SeatFrog upgrade not automatically transferred to the next available train, in the same way that the train ticket would be (even a train-specific Advance ticket would automatically be valid on the next train in the event of a cancellation)?

**A:** *The 15:54 (and its inbound working) had been "P coded", i.e. it was cancelled by 10pm the night before and therefore doesn't count against the punctuality/cancellation statistics. The new National Rail Conditions of Travel (NRCOT) claim this also means that the operator isn't liable for any delay compensation, but I doubt whether this is a lawful clause, for various reasons which have been discussed in other threads.*

*Unfortunately it seems Seatfrog don't pickup late-notice changes and therefore they still offered an upgrade on the cancelled train. As the upgrade is specific to one train, it is clearly the case that it is valid on the next train if the booked service is cancelled. It would be contrary to consumer and contract law to simply retain sums paid when no service has been provided. Therefore I would write to customer services and complain about being incorrectly advised, asking for reimbursement for the unnecessarily purchased upgrade. Your friend should also claim Delay Repay.*

### Why isn't there an any permitted ticket from Bournemouth - Greenwich?

**Q:** I am planning to travel from Bournemouth to Greenwich via Clapham Junction and Waterloo outward, and via Charing Cross, Paddington and Reading return. This to my knowledge is a permitted route. The only tickets available for Bournemouth - Greenwich are routed London Not Underground, which precludes the use of Paddington / Reading route. In contrast, advance tickets routed SWR & connections have a + London marker but I can only produce routings involving the use of DLR from Greenwich to Lewisham as the "cross-London part" then to Waterloo East as the connection, not routings which involve using the Tube between London Bridge and Paddington, then GWR to Reading then Basingstoke to connect to SWR. So the only through ticket available for the journey is a Travelcard.

I have tried searching further down the line on southeastern, and the first destination station where an any permitted ticket is available is Gravesend on the "Plus High Speed" routing, providing validity on both Waterloo and Paddington into London, then London Bridge and St Pancras out of London. Furthermore, I have found out that from Bournemouth to nowhere in the southeastern network has an any permitted fare allowing to cross London via Paddington and London Bridge unless HS1 is a permitted route. What is the reason that there is no "any permitted" ticket available between Bournemouth and Greenwich, or elsewhere in the southeastern network where HS1 is not on the line of route?

**A:** *Years ago, in British Rail days a large number of journeys that would typically involve a change at Waterloo - Waterloo East were changed to have London Not Underground routeing rather than +Any Permitted to reduce the payments to London Underground for Cross London transfer. ...as a result, the + fare is only applied where passengers might use STP.*

### Ticket Advice for All

Advice on rail ticketing is available on railforums.co.uk in the 'Fares, Tickets & Routeing' section. We believe this to be the best source of UK rail fares advice available anywhere, as we have a team of people who are familiar with the complex rail fares system who can help you. Never pay over the odds again, and ask us if you need help! See you there!

DC Rail's Class 60 046 'William Wilberforce' eases through Northampton working 6Z43 10.07 Acton Yard to Burton Maurice Hill on February 25th. *Derek Elston*



Join The **Class 58 Locomotive Group** and help support the restoration of 58016!

There are various ways to help the C58LG:

- Become a Member
- Make a donation
- Become a working volunteer
- Buy official C58LG merchandise

**C58LG**  
Class 58 Locomotive Group

Preserving the Legacy of the Class 58s  
Visit Our Website [www.c58lg.co.uk](http://www.c58lg.co.uk)  
for all the upto date news on 58016!

## Greater Anglia new trains now reach whole network thanks to Ely and King's Lynn services

Greater Anglia passengers can now enjoy new state-of-the-art trains across the whole of the network as new commuter trains entered service between Ely and King's Lynn. New trains are now in service on every single route in the Greater Anglia network, with many routes operated exclusively by new trains.

The new trains went into service on the King's Lynn route on Monday February 7th, when the company started running extra services as commuters carry on returning to the office. In the new timetable, two services every weekday are running to King's Lynn.

The new trains are scheduled to run as the 06.18 King's Lynn to Liverpool Street and 19.07 Liverpool Street to

King's Lynn, both via Cambridge and Ely. The new electric commuter trains on the King's Lynn route have been made in the UK by Alstom, who are supplying 133 five-carriage trains which can be coupled to run as ten-carriage trains. Each carriage of the new Alstom Aventra Class 720 trains is longer with more seats than carriages of Greater Anglia's old trains. They have USB and plug points, fast free Wi-Fi, air conditioning, improved accessibility features including an accessible toilet on every train, passenger information screens and dedicated cycle spaces.

The trains are the first in the UK to have underfloor heating which works with an overhead heating and ventilation system to improve passenger comfort and

increase foot room for passengers sitting in window seats. They feature regenerative braking which delivers energy back into the electrical supply network, rather than wasting the energy through heat, as is the case with conventional systems. Some are already in passenger service on routes between London Liverpool Street and Cambridge, Hertford East, Southend Victoria, Southminster, Braintree, Clacton, Ipswich and Colchester Town. Ely to King's Lynn is the final route on the network to see the new trains.

Andrew Goodrum, Greater Anglia client and programme director said: "We're very pleased that customers between Ely and King's Lynn are now able to enjoy our new trains. We know from customer feedback that

customers enjoy the added comfort, the plug and USB sockets and other improved features these new trains have. We'll continue rolling out new trains in the coming months as part of our plan to replace all our old trains with brand new trains."

There are already new trains operating all services on the Norwich-London Intercity, Stansted Airport-London Stansted Express, Norwich-Cambridge/Stansted Airport, Lowestoft, Great Yarmouth and Sheringham, Ipswich-Cambridge, Peterborough, Felixstowe and Lowestoft, and Marks Tey -Sudbury routes. The company is continuing with enhanced cleaning and sanitation paying particular attention to high touch areas such as push buttons and grab handles.

# GBRf to the Rescue

When Class 91 105 failed with loss of traction power on February 15th whilst working 1Y84 12:02 York to London King's Cross, just north of the flat crossing at Newark, GBRf's Class 66 795 which was running light engine from Newcastle to Doncaster was called on to rescue the train. 1Y84 eventually arrived in Newark North Gate 194 mins late where the train terminated. These photos are of the train on arrival at Newark. *Andy Pratt*





# National Rail

Colas Rail tamper No. DR73936 buzzes through Northampton with 6J11, the 09:58 Watford London Concrete to Cosford Tamper Siding on February 25th. *Derek Elston*



## GWR fast-charging trial brings regular battery-only rail services a step closer

Great Western Railway has signed a deal with manufacturer Vivarail to trial new battery-charging technology on its network, paving the way for battery-only trains to run in regular passenger service in the future. The trial, supported by Network Rail, will take place on the Greenford branch line later this year and test Vivarail's trackside fast-charging equipment in an operational setting for the first time. It is hoped that the project will demonstrate that the equipment works safely and reliably in a 'real-world' environment. The use of batteries for extended operation has typically been constrained by their range and meant widespread implementation has, until now, not been feasible.

Fast Charge equipment will be installed at West Ealing Station later this year and tested with Vivarail's battery-only Class 230 train, first showcased at COP26 last year. The train has a range of up to 62 miles on battery power, recharging in only 10 minutes using the Fast Charge system in off-network tests. When the train arrives at a station it connects automatically to the Fast Charge and the batteries receive charge while the train is prepared for its next journey. The train was launched at COP26 in November and ran daily services throughout the international climate change conference in Glasgow, including an iconic trip across the Forth Bridge. Testing on the Greenford branch line supports the Government and wider rail industry's ambition to move towards net-zero carbon emissions by 2050.

The trial is supported by £2.15m funding from the Department for Transport's Rail Network Enhancement Pipeline (RNEP). Development of the Fast Charge technology also received funding from Innovate UK.

Rail Minister Wendy Morton said: "We are world leaders in developing cutting edge green technology and this new zero-emission train supports our ambitious plan to move towards net-zero carbon emissions by 2050. Through our Plan for Rail and the Transport Decarbonisation Plan we are making the railways the backbone of a cleaner, more environmentally-friendly and modern public transport network."

GWR Managing Director Mark Hopwood said: "This is a really exciting development and underlines our commitment to reduce the carbon emissions of our train fleet with a view to removing all diesel-only traction from the network by 2040, in line with the Government's Transport Decarbonisation Plan. We're looking forward



to working with our rail industry colleagues over the coming months to be able to rigorously test this battery train and charger on the Greenford branch line."

Vivarail Managing Director Steve McBride said: "Spearheading new green technology for rail is Vivarail's forte, so I am delighted we are working with Great Western Railway on this demonstration of battery traction and automatic fast charging. The Greenford to West Ealing line will now lead the UK in bringing in new, emission-free battery electric trains combined with our world-leading charging system. Battery technology has been identified as a key part of the network's solution to reach Net Zero and it is the ability of our charging system that provides the key to replacing diesel trains. I believe it will mark a step-change in showing the innovation within our industry. The support from GWR, Network Rail and the DfT to get this under way has been phenomenal."

Network Rail's Regional Managing Director for Wales and Western, Michelle Handforth, said: "We are really excited for this new battery-powered trial to start and it highlights our commitment to providing a more environmentally-friendly way to travel. It builds on the success of electrification of the Great Western Mainline which has hugely reduced the number of journeys being made in diesel-only traction. We're now looking forward to the challenge of getting the Greenford branch line ready for this new trial, which is another significant step forward for rail travel."

## Loco Fleet List Ten

This publication gives a reference to all the Diesel & Electric Locomotives which have operated on Britain's railways from the early experimental era right up until the present day.

This information has been put together to give an easy reference to the numbering and official naming of each locomotive and includes all withdrawn, preserved and currently operating locos in TOPS classification order.

### Features:

- Diesel Locomotives
- DC Electric & Electro-Diesel Locos
- AC Electric & Bi-Mode Locos
- Eurotunnel Locomotives
- Unclassified Locomotives

Loco Fleet List Ten is available via mail order for just £12.99 plus £1.99 P&P with a cheque or postal order made payable to: L Miller and sent to: 7 Wood Street, Warrington, WA1 3AY or using Paypal when visiting the Loco Fleet Shop website.

Web: [www.locofleetshop.co.uk](http://www.locofleetshop.co.uk) Email: [lee@locofleetshop.co.uk](mailto:lee@locofleetshop.co.uk)

This special anniversary edition has undergone a complete rewrite to include scrappage dates, locations and allocations of all preserved and operational locomotives now in a perfect bound book



Colas Rail operated Plasser & Theurer 08-4x4/4S-RT Switch & Crossing Tamper No. DR73930 passes Bradley on February 4th. *John Sloane*



Colas Rail's Plasser & Theurer 08-4x4/4S-RT Switch & Crossing Tamper No. DR73909 heads through a wet Stockport on February 7th. *John Sloane*



## Railway restoration for historic Grade II listed Cheshire signal box

A Grade II listed signal box in Cheshire has been refurbished to improve future rail journeys for passengers and freight.

Signallers control equipment in the historic building at Helsby Junction to direct trains between Chester to Manchester and Ellesmere Port.

It's been upgraded as part of a £65,000 North of England railway investment.

The 122-year-old signal box's wooden frame, outside cladding and electronics have been repaired. It also has a new roof and windows.

An upgraded kitchen and heating system has also been installed to make working there better for railway staff.

Liam Diviney, project manager for Network Rail, said: "We take great care to maintain heritage structures on the railway and the signal box at Helsby is no exception."

This historic signal box has been restored to its former glory as part of a £65,000 North of England railway investment. This will secure future journeys for passengers and freight between Manchester, Chester, North Wales and the Wirral for decades to come."



# National Rail

On February 28th, Class 66 746 worked the 0Z47 Eastleigh East Yard to Ludgershall MOD. Half way up the branch a tree had to be dealt with which was blocking the line causing a 45 minute delay. It then returned on the 6M47 12:20 from Ludgershall to Kineton MOD with VGA No. 210592. This was the first time that the new run-round loop had been used. *David Lindsell*



## Network Rail track donation gives boost to Plym Valley Railway



### SOUTHERN COUNTIES RAILWAY SOCIETY

A club for anyone interested in the railways of Southern England.



[www.southerncountiesrailwaysociety.co.uk](http://www.southerncountiesrailwaysociety.co.uk)

Network Rail has donated a kilometre of track and sleepers, plus five sets of points and four stop blocks to Devon-based Plym Valley Railway, supporting the volunteer-led local attraction and enabling the preservation of this heritage railway line.

The equipment, which was no longer used by Network Rail, was removed from Lostwithiel yard in Cornwall and offered to Plym Valley, a heritage railway that operates on what was previously known as the Launceston branch line, which opened in 1859 and linked Plymouth with Tavistock.

While the branch line was closed in the 1960s, a group of local rail enthusiasts set out to restore the line in 1982, with the first section from Marsh Mills to Lee Moor crossing opening as a heritage railway and local attraction in 2008.

The donation of the track and rail equipment means that Plym Valley Railway will be able to replace parts of their existing infrastructure, which was constructed in the 1980s, providing more space at Marsh Mills yard and sidings and enabling the heritage railway to obtain and preserve further historical railway items in the future.

Alexander Maltby, Network Rail Devon and Cornwall sponsor, said: "With support from our colleagues working in maintenance, I'm really pleased that we've been able to donate disused track and other components to such a worthy cause. It has been an absolute pleasure supporting the Plym Valley Railway's longevity and I cannot wait to see what they have done with our donation."

Daniel Phillips, Chairman of Plym Valley Railway Company Ltd, said: "The Plym Valley Railway would like to thank Network Rail for their co-operation and generosity in donating these redundant assets for our use. As a wholly voluntary organisation, the railway relies on donations to be able to invest in the railway and the assets received from Network Rail will ensure the longevity of Marsh Mills yard and our future operations. We hope we can work with Network Rail in future."

## £32m Argyle line improvement works set to begin

Glasgow's Argyle line will close for eight weeks from mid-March while Network Rail delivers a £32m programme of work to improve reliability for passengers.

Customers are being urged to plan ahead as the line will be closed between Rutherglen and Exhibition Centre from March 13th to May 8th.

During the closure, engineers will complete a series of projects to repair and replace tracks, tunnels and bridges on the line through Glasgow city centre.

Work to modernise Anderston station and install a new lift shaft will also begin, with upgrades to the booking office, concourse and platform stairs taking place.

Many services, which would normally operate via Glasgow Central Low Level, will be diverted into Glasgow Central High Level or Glasgow Queen Street Low Level. Revised services will operate on all routes during the closure, and journey times may be extended on some services to allow for trains taking a diverted route.

During the works, replacement bus services will be running from Carmyle, Newton, Cambuslang, Rutherglen, Dalrnarnock, Bridgeton, Glasgow Central, Exhibition Centre, and Partick.

Alan Ross, Network Rail Scotland's director of engineering and asset management, said: "This major investment in our railway infrastructure is designed to keep the line operating reliably for our customers. While we

appreciate that some journeys will be impacted during the line closure, our work will mean that disruption and delays will be less likely in the future. And at Anderston, starting work on a new lift will make the station more easily accessible in the future. Such a large programme of engineering work cannot be completed without closing the line, but our teams will be working hard to finish this project as quickly as possible. We're urging passengers to plan ahead when travelling during our works, whether they're commuting to or from work, travelling to watch football or attending an event at the Scottish Event Campus (SEC). We'd like to thank all passengers and lineside neighbours for their patience and understanding while we carry out this essential work."

David Simpson, ScotRail operations director, said: "The enhancements to the track and tunnels will improve punctuality and reliability on the route for years to come. Journeys will be impacted during the line closure, but once this essential work is carried out, disruption and delays will be less likely in the future. It's all part of our ongoing commitment to deliver a modern, reliable, efficient, green and clean rail network as we move forward."

Rail replacement services at affected stations will run every 30 minutes on Monday to Saturday and every hour on Sundays. Services from Lanark, Shotts and Motherwell to Cumbernauld will operate as normal with half the normal service levels at other stations on the Argyle line outside of the closure zone.



# National Rail

Class 325 008 is seen on the rear of a on Shieldmuir - Willesden working through Moore on February 26th.  
*Mark Enderby*



On March 1st, Class 57 314 'Conwy Castle' and 57 316 'Alnwick Castle' worked the 1Z49 09:47 London Victoria to Bath, seen passing Andover. *David Lindsell*



## Ebbw Vale line: More services and station improvements with multi-million-pound upgrade

Passengers along the Ebbw Vale line will benefit from more rail services in the future as Network Rail starts work to transform the line between Newport and Ebbw Vale. Funded by Blaenau Gwent Council, supported by a loan from the Welsh Government, the £70m investment includes laying new track which will allow a new hourly passenger service between Ebbw Vale Town and Newport. Brand new platforms will also be installed at Llanhilleth and Newbridge - making the stations fully accessible for the first time. A £17m signalling upgrade - funded by Network Rail via the Department for Transport - will be delivered at the southern end of the line and a state-of-the-art signalling system will be installed and controlled from the Wales Route Operating Centre in Cardiff. Engineers have already started managing vegetation alongside 13-miles of the Ebbw Vale line. Materials are also being dropped off ahead of the work starting in April.

Between April 15th and 18th, Network Rail teams will be working around the clock to carry out a major track upgrade in the Llanhilleth area. Network Rail is setting-up site compounds at various locations alongside the railway, which will be used to access the track over the course of the project - expected to take approximately 18 months.

Bill Kelly, Wales & Borders route director at Network Rail said: "Working with Transport for Wales and all of our partners, we're delighted this work is now beginning on the Ebbw Vale line to enable more trains to run in the future. A more frequent service will mean passengers between Ebbw Vale Town and Crosskeys will be able to access more jobs, training, and leisure opportunities. We know that there will be some disruption for local communities and passengers and we're grateful for their support and patience as we deliver this important upgrade."

James Price, Transport for Wales Chief Executive, said: "This substantial investment from the Welsh Government will bring significant benefits for people living in Ebbw Vale and the surrounding communities. Transport for Wales will be able to run additional services, and more frequent services, when the work is complete as part of our wider programme to transform the Wales and Borders network. While the work is taking place we advise passengers to check our new website, our recently-updated app or the TfW social media channels for the latest travel information."

Councillor Dai Davies, Executive Member for Regeneration, Blaenau Gwent Council said: "We are fully supportive of this project. Any additional rail link, and an increase in the frequency and reliability of train services is great news for the future economic prosperity of Blaenau Gwent. It will help to connect people and communities with employment; training and social opportunities. This is just part of improvements that need to be made to public transport and the aim for an integrated service for all."

Councillor Jamie Pritchard, Cabinet Member for Infrastructure and Property, Caerphilly County Borough Council said: "We welcome this major investment and improvements to the rail infrastructure and will work with our partners to provide a better railway service for passengers in Caerphilly County Borough and the wider region. I'm delighted to see improvements planned at Newbridge and Cross Keys. These improvements will help to support our Lower Ebbw and Sirhowy Valleys Masterplan which sets out the future development and regeneration opportunities to promote communities, strengthen the economy and improve the quality of life for residents."

Cllr Roger Jeavons, deputy leader and cabinet member for city services, Newport City Council, said: "Having more capacity for trains on the Ebbw Vale gives residents more sustainable travel choices. Along with the work to improve travel corridors to and from the east and west of the city, it will also connect Newport more closely with our neighbouring communities. Both of these bring benefits for residents and businesses alike, and that's why we're pleased to be working alongside our partners on this important project."



# National Rail

Wabtec works privately built 0-4-0 shunter 'Pammy', is seen stabled in Doncaster West Yard on February 11th. *Barry Longson*



## Manchester rail upgrades continue for the multi-billion-pound Transpennine Route Upgrade

Major railway upgrades between Manchester and Stalybridge will continue this month as part of the multi-billion-pound Transpennine Route Upgrade. Network Rail will install new trackside columns – which will eventually carry train-powering electric wires – renew one mile of track and upgrade the signalling equipment over the next few months. This is part of the Transpennine Route Upgrade, which will bring faster, more frequent trains between York and Manchester via Leeds and Huddersfield. Two bridges in Ashton-under-Lyne – Southampton Street and Granville Street – will also be upgraded by Network Rail. Raising the height of both bridges will eventually allow electric wires to pass beneath them, making way for a cleaner, greener railway in the future.

Sections of the railway will need to be closed to carry out the work safely. Buses and diversions will be in place to keep passengers moving throughout weekends in February, March, April and May – with more work planned for later in the year. Passengers should plan ahead with National Rail Enquiries or their train operator.

Hannah Lomas, Principal Programme Sponsor for Network Rail, said: “These major upgrades will bring us another step closer to delivering a fully electrified, more modern railway for the future. This work is part of the multi-billion-pound Transpennine Route Upgrade which will bring passengers more frequent, faster,

greener trains. We’ve worked closely with our train operating colleagues to make sure passengers can still travel to wherever they’re headed, and I’d advise anyone wishing to travel to plan ahead and allow extra time for their journey.”

Chris Nutton, Major Projects Director for TransPennine Express, said: “As work continues on the Transpennine Route Upgrade throughout weekends in February, March, April and May, there will be a number of service alterations for TransPennine Express services; passengers are advised to allow for additional time to travel and to check carefully for the latest travel advice before they travel on our website [www.tpexpress.co.uk/travel-updates/changes-to-train-times](http://www.tpexpress.co.uk/travel-updates/changes-to-train-times); updates will also be available on our social media channels. In addition, extra support will be available for passengers from Customer Delivery Managers who will be on hand to assist passengers with their journeys.”

Chris Jackson, Regional Director at Northern said: “We are sorry for any disruption during the improvements and our customers can be assured that both Northern and Network Rail will do everything possible to minimise the impact of the work and deliver alternatives that keep people on the move. I would like to thank our customers in advance for their patience while his vital work is carried out.”

## Major rail contract for Cambridge re-signalling awarded to Alstom

Network Rail has awarded a major design and delivery contract to Alstom as part of a £194 million investment for the renewal of the signalling systems in the Cambridge area.

The Cambridge re-signalling project aims to replace the existing systems with a modern, state-of-the-art signalling technology which means better reliability for passengers and reduced maintenance. It will also provide a platform ready for digital technologies such as the European Train Control System (ETCS).

The £130 million contract awarded to Alstom is the largest single contract to be awarded by Network Rail under the Major Signalling Framework Agreement (MSFA) during the current five-year investment cycle. As part of the project, Alstom will deliver the complete renewal of the signalling system for the Cambridge area to replace the existing equipment which was installed in the early 1980s. The contract includes the replacement of almost 700 items of life expired signalling equipment with a modern signalling system and:

Upgrade of the signalling control equipment at Cambridge power signal box with Alstom’s control systems and workstation

Upgrade of the signalling safety interlocking equipment in the Cambridge area with a modern signalling technology using the Alstom Smart Lock 400GP Computer-Based Interlocking (CBI) system

Upgrade of seven level crossings from half barrier to full barrier to improve safety for all crossing users

Renewal of the telecommunications and power supplies to support the new systems

Relocating control of signalling to the Cambridge power signal box and decommissioning of three mechanical signal boxes

This signalling renewal project covers 125 miles of track, stretching from Meldreth and Elsenham to the south, through central Cambridge, up to Ely and Thurston to

the east. The project also enables the delivery of wider re-signalling works within the Anglia region, including future integration with the proposed new Cambridge South station, as well as the potential future integration with East West Rail.

Design work has commenced, with the work on the ground expected to be delivered during four key commissioning stages to minimise disruption of the operational railway. The final commissioning of the new signalling system is scheduled for winter 2024.

Ellie Burrows, Network Rail’s route director for Anglia said: “Signalling systems are crucial to operate a safe and efficient railway for passengers, freight and everyone that uses or interacts with the railway.

This project will provide a signalling system fit for a modern 21st century railway in the Cambridge area, and working with Alstom we will improve the reliability and performance of the railway now, and for future passengers in the decades to come.”

Jason Baldock, Alstom’s Managing Director, Digital and Integrated Solutions, said: “We are very excited to have been awarded the largest single contract to be awarded by Network Rail under the Major Signalling Framework Agreement during this control period, and a project that will deliver significant benefits to rail users in Cambridge and across the Anglia region.”

# National Rail

Network Rail is currently trialling a monitoring system which provides early warning of earth movements at sites across Scotland's Railway.

Surface mounted tilt meters have been located at 26 sites across the network with a further seven sites across the country set to be installed in the coming months including on the main Edinburgh-Glasgow line, East Kilbride branch, between Aberdeen & Inverness and on the line to Kyle of Lochalsh. It is hoped that they will reduce the risk from landslips and improve the overall safety of the railway by detecting movement in slopes above or below the line.

The system can be used to quickly flag potential issues to engineers, enabling trains to be slowed down and stopped before they reach the problem area.

Alan Ross, director of engineering and asset management at Network Rail

## Tilt meter trial offers railway protection from landslips

said: "In Scotland, we are increasing our use of new monitoring and surveillance technologies to mitigate risks. This includes making more use of drone and helicopter surveys and we are also trialling new weather forecasting methods for the railway. Our weather is increasingly changeable and technology has provided us with tools to proactively monitor and model when and where extreme weather will occur and how it will impact on our infrastructure. The roll-out of tilt meters is another tool which enables us to better monitor the railway and improve safety across our network. We are at the forefront of deploying remote monitoring equipment, and we continue to support research and development into a wider range of equipment and technologies which will help protect our infrastructure in the future."

Providing notifications in typically less than two minutes, the system has two banks of wireless tilt sensors, typically spaced 2.5m apart with a centrally mounted pole, logger and cameras to monitor data from the sensors. Tilt sensors will detect movement in slopes when there is more than a

5-degree tilt and send the alert via the mobile network to alert train controllers to the potential danger. The system is powered by solar panels with battery back-up available for resilience. All slopes around the railway are subject to the impact of weather and given climate change, are experiencing more and more extreme weather – particularly heavy and prolonged rainfall.

Successful implementation of this system will help keep the railway operating safely during poor weather. It is expected that by April 2024, tilt monitoring will have been installed at 100 locations across Scotland's Railway. Use of technology such as tilt meters complements a wider programme of investment improving the resilience of our earthworks and drainage.

Between 2019 and 2024, Network Rail will invest £149m in our infrastructure to make it more resilient. That will include over £30m to improve resistance to extreme rainfall, £13m targeted at known flood sites, £40m for scour protection at bridges and £25m invested in vegetation management.

## Avanti West Coast to introduce additional services to Manchester and the West Midlands

Avanti West Coast has increased service levels from Monday February 28th in response to demand.

With passengers returning to rail, the Manchester and West Midlands routes will see the addition of a second hourly service to and from London Euston. This will increase the AWC operation to six trains per hour on the West Coast Main Line. From Monday February 28th, the operator will be running the following:

Two services to Manchester Piccadilly;  
Two services to Birmingham New Street with one service continuing in alternate hours to Blackpool/ Preston and Edinburgh;  
One service to Glasgow Central; and  
One service to Liverpool Lime Street.

North Wales will also get a second direct daily service to / from London in addition to a shuttle service between Holyhead and Crewe. Shrewsbury and Wrexham will both be served by one return service per day.

This will be followed by a further timetable change scheduled to take place on Sunday May 15th, when an additional uplift to the number of services on the network is planned.

Phil Whittingham, Managing Director at Avanti West Coast added: "As Covid restrictions are eased and people are returning to rail, we are pleased to announce a phased increase in service levels in line with demand.

Avanti West Coast remains committed to supporting the ongoing recovery of our economy and the communities we serve, whilst enabling our customers to travel with confidence. We will continue to monitor demand and work with governments and industry partners to ensure we strike the right balance between connectivity and value for money for taxpayers."



On February 11th, Class 47 593 and 47 614 are seen working the 5Z39 Crewe to York ECS approaching Diggle tunnel. *Russell Clarke*



## £4m Leuchars junction upgrade to keep passengers connected

Over two weekends in February, the junction near Leuchars station has undergone a major upgrade where engineers worked around-the-clock to renew points and replace track.

Leuchars is the closest station to St Andrew's and the junction is vital for connecting train passengers between Scotland's capital city and Dundee and Aberdeen. This work helped improve the reliability of the track and means the junction won't need to be renewed again for decades.

Due to the complexity of the engineering work, the project could not be delivered without some short-term closures of the line

Liam Sumpter, Network Rail route director for Scotland, said: "The work we are doing is part of a five-year, £4bn investment in our railway. We understand the inconvenience this work caused to some passengers but renewing such a complex piece of our railway cannot be accomplished without a short-term closure of the line. Our engineers carefully planned this project to be completed as

quickly as possible and we worked hard alongside our train operators to keep passengers informed of the changes to services during this important investment in the railway."



## Construction of a brand-new railway station to link Portway Park & Ride with the Severn Beach railway line has got underway.

Bristol City Council and Network Rail are working together to build the first new railway station within the city of Bristol in 95 years. The £4.2m project at the Portway Park & Ride site in Shirehampton forms part of the West of England Combined Authority's wider plans to enhance the local rail network through the ambitious MetroWest programme. The station is being jointly funded by Bristol City Council, the West of England Combined Authority, and the UK Government's Department for Transport. Portway Park & Ride will be the first new railway station to be delivered as part of the MetroWest programme, and the first new station to be launched in Bristol since Parson Street station was opened in 1927.

Network Rail completed preparatory work in December, ready for the first stage of construction to get underway. This includes replacing the safety fencing along the railway line, installing a ramp down to the tracks, and excavating the area of the platform in preparation for laying the foundations. Much of the work was carried out overnight to reduce disruption to rail passengers. However, the Severn Beach line needed to close temporarily in February, to allow Network Rail's team of engineers to make the changes to the signalling needed to accommodate the new station and build the concrete foundations in preparation for the new platform. Improvements to drainage along the railway line will also be made. During this time, trains could not call at stations between Bristol Temple Meads and Filton Abbey Wood, or between Severn Beach and Stapleton Road.

A rail replacement bus service was in operation and the Portway Park & Ride facility remained open throughout the work with Park & Ride buses operating as usual. When launched later this summer, the station will be served by the recently improved half-hourly services between Bristol Temple Meads and Severn Beach. It will complement the existing Park & Ride bus service and be a useful extra transport option for the local community, as well as providing Park & Ride users from further afield a rail option to destinations along the Severn Beach line or for onward travel on the wider rail network from Bristol Temple Meads. Bristol City Council is also planning improvements to its Park & Ride facility, including more parking spaces, following the opening of the new station.

Councillor Don Alexander, Bristol City Council's Cabinet Member for Transport, said: "It's really exciting to see work starting on the first new rail station in the city in almost a century, and this is a major milestone for the project. Portway Park & Ride station will improve connectivity to the rail network for the local community and more widely for users of our Park & Ride site, allowing many more people to choose to travel by rail to work, study and for leisure. It will help us to ease congestion on the roads in a sustainable way and reduce air pollution, as we work towards our ambitious goal to be carbon neutral and climate resilient by 2030."

Mike Gallop, Network Rail Western Route and Strategic Operations Director, said: "We are delighted to be working with Bristol City Council, the West of England Combined Authority and GWR on opening this new station for Bristol. The start of construction for the Portway Park & Ride station heralds the latest development in our efforts to transform rail travel for our passengers in and around Bristol and the wider West of England area and will help further connect communities served by the Severn Beach line with this new, additional station."

Dan Norris, West of England Metro Mayor, said: "I'm pleased building work is beginning on the Portway Park & Ride station. The West of England Combined Authority is investing over £1 million here which is good news for future passengers. Improving our public transport network is crucial so local people can get more easily to work, study and to enjoy our great region and is vital to meet our ambitious net zero targets."

Tom Pierpoint, Business Development Director for GWR, said: "We are delighted to see work starting at Portway Park & Ride station. Recent improvements to the Severn Beach line increased services to half-hourly, starting earlier in the morning and finishing later in the evening. This new Portway Park & Ride station will help more people to switch to rail for their journeys into central Bristol, which is great for the environment and supports Bristol's clean air campaign."



# National Rail

Locomotive Services Ltd Class 08 631 is seen shunting stock at Crewe on February 16th. *Derek Elston*



## Did you Know - Ken Mumford

Some more of the nations oddities this month:

### The fire was for all practical purposes OUT

It was in March 1948 when Merchant Navy class No. 35005 'Canadian Pacific' was fitted with a reconditioned Berkley mechanical stoker that Bulleid got from Canada. **WHY?**

So that research [investigation] could be done into the possibility of burning lower grades of coal [in quality and size] that hadn't be used before.

**WHY?**

- [1] Naturally this could cut fuel costs
- [2] At this time there were some difficulties of getting enough supplies of good qualities large coal.

First, there were some trips down the ex-L.S.W.R. line out of Waterloo to get familiar with using the mechanical stoker on 35005's footplate.

Then there followed some trials using an L.M.S. dynamometer car and about 12 empty coaches took place between Waterloo and Exeter over some 7 days. Each day a lower-grade of coal - lower than the day before.

On one of these trials 35005's tender was filled with some Derbyshire slack of which a large amount was not much better than dust - more suited for use in a power station of that time. Onwards to Salisbury there was a cloud of dust blowing off the tender - the fireman's attempts to dampen this cloud of dust was fruitless. His efforts were producing a continuous trail of dirty smoke

from the chimney. Somewhere on this trial a UFO broke one of the dynamometer's large observation windows. **SO, as a result!**

Within a very short time on the floor, seats - indeed everything - was a fine layer of coal. Walking about that vehicle one was crunching on this 'dust.' The recording paper roll was getting grubbier and grubbier.

From the footplate, the crew reported that the steaming was poor and by Basingstoke they were in desperate trouble! From Andover the crew struggled up ex-L.S.W.R. line climb to Greatley. They coasted the 10 downhill miles on to Salisbury where the pressure gauge was registering about 100 lbs per sq. inch, the fire was just about out!

**SO OBVIOUSLY**

That trial was thus terminated!

**HOWEVER**

Another article about this 'experiment' stated that the stoker was well liked by crews but showed that there was a threshold of coal quality above which it would not successfully burn. Also being the only such loco stoker it had to be used with a specific grade and size of coal; thus 35005 could not use the usual coaling facilities - a coaling plant.

The trials ended in 1951.

**Hasn't this problem happened since?** At Saltley [Birmingham] with three Standard 9F 2-10-0s that were fitted with mechanical stokers in the mid-1950s. Some depot crews were employed to sort out a suitable type and size of coal for these locos.

Polos, starting from £14.00 each, minimal order of 3.



10+ Price: £11.75 EACH

Heavy weight Hoodies starting from £27.50 each, minimal order of 2.



10+ Price: £26.50 EACH

Budget Hoodies £18.10 EACH For 5 plus. (Not shown)

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# A Different View

Passengers head for their trains at Liverpool Lime Street on February 22nd.  
*Paul Senior*

At the East Lancs Railway, West Country 4-6-2 No. 34092 'City of Wells', glints in the sun as it heads away on the last train of the day from Heywood, with the 16:50 to Rawtenstall on February 26th. *Barry Longson*

Noted at Lostock Gralam on February 3rd several 4-Car stop signs, are we not overcomplicating things here? I assume its all due to door positioning?. *Mark Enderby*



# A Different View

A general view of Doncaster West Yard on February 11th sees Northern EMU Class 331 107, Colas Rail's HST power car No. 43274 on a test train and 2 withdrawn ex LNER Class 91s. *Barry Longson*



# Bluebell Railway

Recently overhauled Standard Tank No. 80151 is about to cross the Greenwich meridian on February 21st as it approaches Sheffield Park with the 14:00 from East Grinstead. *Lee Stanford*





Visit the Spa Valley Railway in Tunbridge Wells on April 2nd and 3rd and enjoy a magnificent weekend of steam including the rare opportunity to see two terrific Caledonian Railway steam locomotives together for the first time at one of the South East's most popular heritage railways.

It will also be possible to book a Fish & Chip Supper or hop on board the Real Ale Train to enjoy a pint! on Saturday April 2nd at 7pm.

The railway's commercial manager Jonnie Pay said "We're delighted that both Caledonian Railway No. 419 and Caledonian Railway No. 828 will be visiting the Spa Valley Railway and featuring at our Scottish Steam Up weekend. This is the first time in their existence the two Caledonian locos will be seen outside of Scotland together and the first time they have operated together this far south. Caledonian Railway No. 419 is staying on loan at the Spa Valley Railway until October 2022."

### **Caledonian Railway Class 439 No. 419**

Based at the Bo'ness & Kinnell Railway No. 419 was built by the Caledonian Railway at St Rollox Works, Glasgow, in 1907. The locomotive was designed by J. F. McIntosh for branch line work, fast suburban and banking duties and is now the flagship of the Scottish Railway Preservation Society.

### **Caledonian Railway Class 812 No. 828**

Owned by the CR828 Trust No. 828 was built by the Caledonian Railway at in 1899. The locomotive was designed by J. F. McIntosh to handle a variety of stopping passenger and express goods workings and is now the flagship of the Strathspey Railway, Aviemore. The Spa Valley Railway first started discussing the prospect of 828 visiting back in 2019 and are extremely grateful to the Caledonian Railway 828 Trust and Strathspey Railway for making this visit possible. 828 will be at the Spa Valley Railway until October.

No. 419 and No. 828 will be joined by resident Bulleid Pacific No. 34053 'Sir Keith Park' and Hunslet Austerity No. 2890 'Douglas' operating an intensive train service between Tunbridge Wells West and Eridge. Expect to see double heading of 419 and 828 and a unique pairing of two 0-6-0 tender engines with 828 and 2890 pairing up on at least one occasion!

Visitors can take a ride in the Queen Mary Brake Van which will make two return trips per day to Eridge, there is no extra charge to travel on the Queen Mary Brake Van, but space is limited so trips will be on a first come first served basis.

### **Locomotives in steam during the Scottish Steam Up Weekend**

Caledonian Railway Class 439 No. 419

Caledonian Railway Class 812 No. 828

Bulleid Pacific No. 34053 'Sir Keith Park'

Hunslet Austerity No. 2890 'Douglas'

### **Catering**

Hot and cold drinks and light refreshments will be available throughout the day including from Bar Car 'Kate'. At Groombridge the kiosk on the station platform will be open both days serving hot and cold drinks, snacks and delicious ice cream!

### **Timetable**

Trains will depart Tunbridge Wells West at: 08:50, 09:30, 10:10, 11:00, 11:50, 12:40, 13:30, 14:20, 15:10, 16:00, 16:36, 16:50, 17:40, 19:00, 20:20 & 21:35.

Trains will depart Eridge at: 09:30, 10:10, 11:00, 11:50, 12:40, 13:30, 14:20, 15:10, 16:00, 16:36, 16:50, 17:40, 18:07, 18:20, 19:40, 21:00 & 22:10

Save money by booking tickets in advance. One day rover tickets are £20 for adults, £10 for children and £40 for a family. Two-day tickets are £30 for adults, £15 for children and £60 for a family.

Fares on the day for one day rover tickets will be £25 for adults, £12.50 for children and £50 for a family. Two-day rover tickets will be £40 for an adult, £20 for children and a family £75.

To book in advance visit [www.spavalleyrailway.co.uk](http://www.spavalleyrailway.co.uk) and there will be a further opportunity to see Caledonian Railway 0-4-4T No. 419 and Caledonian Railway 0-6-0 No. 828 at the Spa Valley Railway on the Caledonian Steam Weekend taking place on April 9th and 10th.



# JUST £5,000 NEEDED TO REACH £25,000 APPEAL TOTAL TO RESTORE TENDER OF UNIQUE VICTORIAN STEAM LOCOMOTIVE



A £25,000 appeal by the Swanage Railway Trust to help fund the restoration of the tender belonging to a unique Victorian T3 class steam locomotive – and so assist its return to steam for the first time since 1948 – is just £5,000 short of its total. The 1893-built London and South Western Railway locomotive No. 563 was due to be scrapped after the Second World War but it was saved after being chosen by British Railways to celebrate the centenary of London’s Waterloo station in 1948. No. 563 was gifted to the Swanage Railway Trust by the National Railway Museum in 2017 with work on its £500,000 restoration beginning during 2019 using specialist contractors in Gloucestershire. Costing £50,000, the restoration of the locomotive’s tender – which stores 3,300 gallons of water and three tonnes of coal for the engine – is taking place in the Swanage Railway’s Herston engineering works on the outskirts of Swanage. It is hoped to have the 81-tonne locomotive back in steam and hauling trains, for the first time in 75 years, in 2023 for the centenary of the Southern Railway and the 185th anniversary of the formation of the London and South Western Railway.

The Swanage Railway Trust’s 563 Locomotive Group chairman Nathan Au said: “We are delighted the appeal to the restore the T3’s tender is just £5,000 short of reaching its £25,000 total and we urge people to continue to donate to help realise the dream of No. 563 steaming past the dramatic ruins of Corfe Castle and through the beautiful Isle of Purbeck. The T3 is a visual delight and an evocative time machine back to the days of the Victorian railway system which helped to power the industrial revolution, develop communities and our cities as well as bringing economic development and prosperity to this country during the 19th century. The last time that No. 563 hauled a train was in 1948 and many people thought they would never see the unique T3 locomotive work again. We are working hard to ensure the engine’s preservation for future generations to enjoy and the best way to do that is by seeing No. 563 brought back to life so it can haul trains for the first time in 75 years. Given its Victorian heritage, the T3 has an incredibly rich history to tell and it is unique because it is the only surviving tender engine designed by the renowned locomotive engineer William Adams. No. 563 is the only steam

locomotive owned by the Swanage Railway Trust and returning it to working order gives us the opportunity to show our visitors what the railway was like during Dorset’s industrial and social development in the 19th century.”

“No. 563 is a direct link to the Swanage Railway’s past – right back to the early days of the London and South Western Railway when holidaymakers first visited Purbeck by train,” added Nathan who is a volunteer steam locomotive driver on the heritage line.

Built in 1893 for hauling express trains on the London and South Western Railway, the T3 class 4-4-0 wheel arrangement locomotive was withdrawn by the Southern Railway at the end of the Second World War in August, 1945, after it had run 1.5 million miles.

Swanage Railway Trust chairman Gavin Johns explained: “All the fund-raising work has been managed by the 563 Group, supported by the Swanage Railway Trust, for which the Group must be congratulated. As always, we’d

like to thank our supporters for their generous standing orders and donations that have helped us achieve a significant number of milestones on the railway in a relatively short amount of time. With continued support from the public and Swanage Railway members, the T3 could be back in steam and hauling a train during 2023 which is very exciting indeed,” added Gavin who is a volunteer signaller on the Swanage Railway.

Designed by William Adams for running at up to 80mph – and built at the Nine Elms locomotive works in London – No. 563 was saved from being scrapped when selected for restoration and display at Waterloo station’s centenary celebrations in the summer of 1948. Donations towards the restoration of the T3 tender can be made by visiting the Swanage Railway Trust website at [swanagerailwaytrust.org/appeal](http://swanagerailwaytrust.org/appeal).

To find out more about the work of the 563 Locomotive Group – and how you can help – visit [563locomotivegroup.co.uk](http://563locomotivegroup.co.uk).

Photos: Andrew P.M. Wright



February 1st 2022 saw a significant milestone when No. 2007 Prince of Wales had both sets of coupling rods fitted for the first time.

The left-hand set had been mounted on their crank pins for the 2021 Convention, however a fair amount of machining work has been required to complete the bearing bushes and gradient pins for the second set of coupling rods. The process of fitting the rods to the crank pins is achieved using four small chain hoists suspended from specially designed “sky hooks” under the footplate on each side of the engine. The chain hoists avoid manual handling of the rods, which particularly with an eight coupled engine is a hazardous practice.

For the first set of rods to be fitted, the crank pins are set by eye to all be at the same angle. The rod assembly (three rods and two gradient pins) is lifted and swung into place over the longest crank pins first. Small angular corrections of the positions of the other crank pins are made by oiling the contact point between each wheel and the rail and using a crow bar through the spokes to slightly rotate the wheelset. Once all the rod bushes are fully home on their crank pins, the other set of rods can be fitted with the reasonable expectation that the crank pins are already in line, aided by moving the engine a few feet with a pinch bar.

P2 Director of Engineering, David Elliott remarked, “It was with satisfaction (and relief) that the second set of rods slid onto their crank pins with distinct “thunk” noise.”



The engine was subsequently moved about 10 feet (half a turn of the wheels) to check that nothing was binding anywhere – and it wasn't! It indicates that all the measurements of distances between hornblocks, thickness of hornblockliners, sizes of crank pins and bushes and the relationship between crank pins on each wheelset and to one another had worked out correctly. We look forward to the next part of this process whereby the locomotive is lifted onto the rotator for the wheels to turn for longer periods at higher rpm.



# East Lancs Railway

On February 25th, No. 34092 'City of Wells' approaches Burrs Country Park hauling the 16:10 Bury to Ramsbottom freight.  
*Lee Stanford*



# East Lancs Railway

▶ Visiting the railway for its Spring Steam gala was GWR Pannier tank No. 1501 which was caught on a sunny February 27th approaching Bury with the 12:50 from Heywood to Rawtenstall.

*Lee Stanford*

▶ L&Y Class 3F No. 52322 (12322) departs Irwell Vale with a service to Rawtenstall on February 27th.

*Alan Naylor*

▶ MSC No. 32 'Gothenburg' departs Ramsbottom on February 25th with a freight train to Bury.

*Michael Lynam*



# East Lancs Railway

On February 12th, Class 24 No. D5054 sits at Bury waiting departure time with a service to Heywood. *Mark Enderby*

Class 47 765 and 45 108 are seen at a wet Bury Bolton Street on February 12th. *Mark Enderby*

Scotrail liveried Class 47 765 departs Bury on February 12th on the rear of a service to Rawtenstall. *Mark Enderby*



# East Lancs Railway

A strange combination but pleasing on the eye sees No. 46100 'Royal Scot' (which was visiting the railway for its Spring Steam Gala) piloting No. 34092 'City of Wells' across the River Roch with the 13:50 Heywood to Rawtenstall on February 27th.

*Lee Stanford*



# East Lancs Railway

GWR Pannier No. 1501 passes Bury South working the 13:30 Rawtenstall to Heywood as the driver opens the regulator for the climb over the Metrolink line known as the 'Ski jump' and then Broadfield bank. *Lee Stanford*



# East Lancs Railway

Former Manchester Ship Canal No. 32 'Gothenburg' departs Ramsbottom station for the nearby sidings after arriving with a demonstration freight on February 25th.

*Jeff Nicholls*

The line held a diesel (Sulzer) day on February 12th and the weather was really unkind. In a slightly less rainy spell Class 45 108 waits to depart from Rawtenstall with the 15:00 service to Heywood.

*Lee Stanford*

On February 12th, Class 47 No. D1501 and 47 765 depart Rawtenstall with a service to Heywood.

*Michael Lynam*



# East Lancs Railway

Crossing the River Irwell, LMS 4-6-0 No. 46100 'Royal Scot' passes Burrs Country Park non-stop during the lines Spring Steam Gala on February 25th. *Gerald Nicholl*



# East Lancs Railway

Class 2F No. 11456 (752) running as No. 51456, and 1500 Class No. 1501 arrive at Irwell Vale with a service to Rawtenstall on February 27th. *Alan Naylor*





# East Lancs Railway

Class 7P No. 46100 'Royal Scot' working the first train from Bury to Rawtenstall on February 27th departs Irwell Vale. *Alan Naylor*



# East Lancs Railway

Visiting from the Severn Valley Railway, Hawksworth pannier tank No. 1501 nears Irwell Vale, passing one of the local 'sculptures', with its second round trip of the day to Rawtenstall on February 25th. *Jeff Nicholls*



# East Lancs Railway

L & Y 0-6-0 No. 52322 arrives at Ramsbottom on February 26th with the 12:50 service to Rawtenstall. *Barry Longson*

West Country Class No. 34092 'City of Wells' departs Irwell Vale on February 27th. *Alan Naylor*

The sun's out, the train comes so what can go wrong? As No. 46100 'Royal Scot' crosses Summerseat viaduct with the 09:50 Heywood to Rawtenstall and manages to shadow itself out with its own smoke, nevertheless a pleasant location and a great to see the visiting Scot. *Lee Stanford*



# East Lancs Railway

Stanier 4-6-0 No. 46100 'Royal Scot' departs  
Ramsbottom during the Spring Steam Gala on  
February 26th. *Gerald Nicholl*



# East Lancs Railway

On February 25th, guest locomotive from the SVR, GWR No. 1501, departs Irwell Vale working a service to Rawtenstall. *Michael Lynam*

On February 12th, Class 24 No. D5054 approaches Townsend Fold Crossing with a service to Heywood. *Michael Lynam*

Sentinel No. 7232 'Ann', departs Bury station heading for Buckley Wells shed. *Michael Lynam*



# Nene Valley Railway

Bulleid designed light pacific, Southern Railway Battle of Britain Class No. 34081 '92 Squadron' catches the winter sun as it approaches the River Nene bridge before entering Wansford station with the 10:55 service from Peterborough NVR on February 27th.

*Andy Pratt*



# Keith and Dufftown Railway

English Electric shunter No. D1193 is seen at Keith Town on March 5th. *Jeff Nicholls*



# Keighley and Worth Valley Railway

A passenger service operated by the Waggon und Maschinenbau railbus No. M79964 arrives into Ingrow Station, with the first diesel train of the day from Keighley to Oxenhope on February 26th. *Ellie May Ingham*





## Keighley and Worth Valley Railway

In the gaps between Storm Eunice and Storm Franklin, large parts of West Yorkshire were blanketed with snow. The Keighley and Worth Valley Railway received a fairly substantial covering, and with the snow still coming down, prototype locomotive No. D0226 'Vulcan' propels a maintenance train southbound at Ingrow on February 19th. *Ben Bucki*



# Keighley and Worth Valley Railway

With the snow having stopped in the afternoon on February 19th, BR Class 2MT No. 78022 arrives at Damems with a Keighley - Oxenhope service. *Ben Bucki*



## Keighley and Worth Valley Railway

After several weeks of being battered by storms, the Worth Valley was enjoying a weekend of sunny weather at the end of February. During the early afternoon on February 26th, Waggon und Maschinenbau railbus No. M79964 awaits the right-away from Keighley with a train for Oxenhope. *Ben Bucki*



# From the Archives

▶ A view of the Great Gathering, Magnificent Seven Deltic event at the NRM Shildon on October 9th 2011. Left to Right are, D9015, Prototype Deltic DP1, D9009, 55 022/D9000, 55 002, D9016, and 55 019. *Paul Senior*

▶ Class 50 047 calls at Andover with an Exeter to London Waterloo service in the mid eighties. *Michael Bennett*



# From the Archives

Class 58 001 is seen in Switch sidings, Andover with grain wagons on March 27th 1998.

*Dennis Rowland*

Class 50 038 enters Salisbury with an Exeter to London Waterloo service in the eighties.

*Michael Bennett*

Class 50 001 heads through Clapham Junction with an Exeter bound service made up of a mixture of blue-and-grey and NSE liveried coaches on July 27th 1987. *Jeff Nicholls*



# From the Archives

▶ Class 37 889 passes through Cardiff General with an empty MGR train from Aberthaw on June 16th 1988. *John Sloane*

▶ Class 60 023 runs into Newport on March 15th 2004 with an eastbound MGR train. *John Sloane*

▶ Class 142 064 and a Class 150 are seen at Charnock Richard on April 8th 1989 with a Liverpool service. *John Sloane*



# From the Archives

▶ Class 31 233, with 31 106 at the rear, work a test train through Winwick on January 24th 2007.

*John Sloane*

▶ RES liveried Class 47 776 runs through Chester station with empty stock on March 17th 2004.

*John Sloane*

▶ Class 92 022 and 92 029 pass South Kenton hauling a Wembley to Mossend service on May 21st 2008. *John Sloane*



# From the Archives

▶ Class 37 154 is seen at Ludgershall MOD on November 1st 1993. *Dennis Rowland*

▶ A memorable moment for the photographer who had just had a cab ride in unrefurbished Class 50 034 'Furious' at Saltley depot on October 29th 1981. *Jeff Nicholls*

▶ Class 50 050 calls at Exeter with a Paignton to Derby service in the eighties. *Michael Bennett*





# From the Archives

▶ A long line of withdrawn Class 56 locomotives stand in Healey Mills yard on December 13th 2009. *Neil Scarlett*

▶ Great Western 6000 Class No. 6024 'King Edward I' is seen in the north bay at Derby on March 17th 1991. *Jeff Nicholls*

▶ Class 58 001 departs Andover with a fertilizer train on September 13th 1999. *Dennis Rowland*



# From the Archives

▶ Class 73 108 and 73 110 head through Andover with slurry and grain tanks on January 17th 1998. *Dennis Rowland*

▶ Class 56 311 and 56 312 bring the 'Retro Avon Grid' Huddersfield to Bath railtour into a rainy Huddersfield on May 4th 2009. *Neil Scarlett*

▶ Class 60 040 pulls the 6F78 empty coal train from Fiddlers Ferry power station along the low level line at Warrington on March 27th 2009. *Neil Scarlett*



# From the Archives

▶ Wearing large logo livery, Class 73 114 passes through Clapham Junction with an unknown service on July 23rd 1987. *Jeff Nicholls*

▶ Deltic No. D9015 'Tulyar' with 55 022/D9000 'Royal Scots Grey' are seen at the Great Deltic Gathering Magnificent Seven Event, at the NRM Shildon on October 8th 2011. *Paul Senior*

▶ Deltic No. D9016 'Gordon Highlander' in its late 1960s green livery, with full yellow ends, stands in the rain at Shildon, during the Great Deltic Gathering Magnificent Seven Event, at the NRM Shildon on October 8th 2011. *Paul Senior*



# From the Archives

▶ Former First Great Western Adelante unit Class 180 108, waits to depart Preston with the 14:23 service to Hazel Grove on May 17th 2011. Northern leased 3 Class 180s, between 2008 and 2011. *Paul Senior*

▶ Wearing plain Railfreight Grey livery, Class 56 002 passes south through Winwick with more Yorkshire coal bound for Fiddlers Ferry on July 4th 1986. *Jeff Nicholls*

▶ Class 40 145 and 47 815 'GREAT WESTERN' pass through a dull Wakefield Kirkgate with a Durham to Holyhead charter on May 25th 2009. *Neil Scarlett*

